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1793

# The December Sale



Main image: 2010 Pagani Zonda F  
Estimate: £500,000 - 600,000

Below: 2005 Porsche Carrera GT.  
Estimate: £250,00 - 300,000

## Further high quality entries are invited for this sale.

Bonhams is delighted to return to Mercedes-Benz World, the outstanding facility on the former Brooklands Motor Course. The venue provides a dramatic sale backdrop and is tailor made to offer the perfect sale environment that includes free and convenient parking, exceptional viewing facilities, first class dining and overnight accommodation at the adjacent Brooklands Hotel.

Our December sale is one of the highlights of the calendar and this year is no exception, with the magnificent Pagani Zonda F heading the entry list.

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November 2012 • Volume 31 No 8 • On sale 4 October

# Move over Ferrari!

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shamed the exotics



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Speed Record... and  
the nearly men

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Oval's most versatile vintage



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*Our classics:*  
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to his roots



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# Editorial

Let me start this month with a caveat: I love the Goodwood Revival, and have adored every visit I've paid to Lord March's 'Magical step back in time'. And yet, when you return each year, ostensibly for 'work' (yes, I know, it's nice work if you can get it...), there is a tendency to become a tiny bit jaundiced, to concentrate more on the ever-creeping commercialisation – which is an inevitable by-product of the Revival team's constant striving for more and better races, parades, air displays and set-dressing – than the breathtaking bigger picture.

This year, however, I took my best friend Paul, who hasn't been for nearly a decade, since before his kids were born. And it was brilliant. I'm not going to go into all of the treats here (you can read about them in our Goodwood special from p10), suffice to say that the sight, sounds and particularly the smell of those spectacular Silver Arrows was majestic. But experiencing the event with Paul was like seeing the whole thing with fresh eyes, watching his surprise at every previously unseen treat, his delight at every witty sideshow, his awe at the consistently thrilling competition around the old Westhampnett airfield perimeter road.

So if you reckon you've seen it all before and haven't been for a year or two, book early for 2013. Better yet, introduce a friend – chances are you'll find it as rewarding and refreshing as they do. **ALASTAIR CLEMENTS**

## Patinated to perfection



As if to prove that every Revival is a journey of discovery, this year I found myself fascinated by an area I'd never previously paid any notice to. We all know how amazing the Revival Car Show has become, and this year I found myself similarly bowled over by the diverse collection of classics on the bank that runs along the Lavant Straight, all brought along by members of the GRRC. And it's no snooty set of million-pound untouchables, but proper enthusiasts' cars, everything from Moggy Minors to a sweet Sunbeam-Talbot Alpine. My favourite? A fantastically patinated XK140 roadster, all flaky paint and surface rust – yet clearly fully sorted beneath and on the button. My kind of XK.

## Online offerings



Climb aboard the fabulous Old Yeller II with Mick Walsh and hear that V8 roar!



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# COYS

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#### C&SC MARKS 30 YEARS IN STYLE

Around 100 classics of all shapes, sizes and eras, from a Fiat 500 to a Bugatti Type 35, via Escort Cosworth and even a Ford Mustang pick-up, turned up at C&SC's Teddington offices on 23 August to mark the magazine's 30th anniversary. Favourites included Charles Farara's Lancia Aprilia and Michael Anderson's Rover Twelve, but winner of the informal Car Park Concours was Geoff Mitchell's Chrysler 300L (main) *Tony Baker/Peter Spinney*







### LATIN PLAYBOY'S FERRARI GLEAMS AT THE CASTLE

The fabulous ex-Gianni Agnelli Ferrari 166 MM in original two-tone colours was one of the stars of the first Windsor Concours (p14). Alison Beecham (l) and friend matched its elegant style Mick Walsh



### ELLIOTT'S AEROBATICS IN THE LUDLOW FORESTS

Nick Elliott and David Price were on flying form on the Woodpecker Stages on 1 September, where their Ford Escort Mk2 finished a strong 13th overall with a Historic class win Writtle Photographic



### A SPLASH OF COLOUR FOR BROCKBANK'S OPEL

Spotted at the Beaulieu Autojumble (p14) with automotive art specialist Tony Clark ([www.motoringart.info](http://www.motoringart.info)) was this rare colour Russell Brockbank illustration, produced for a German calendar





Gary Pearson leads the frenetic Whitsun Trophy brigade into another lap as Esterer, Wills, Goodwin and Hadfield give chase

JAMES MANN/ERIC SANVER/LAT/CBS

## PEARSON TAKES REVIVAL THRILLER

A thundering five-car scrap for the lead mesmerised the sell-out crowd during the Whitsun Trophy at the Goodwood Revival from 14-16 September. In one of the most exciting contests in the event's 15-year history, Canadian Jay Esterer – the sideways star of last year's race in his blisteringly quick Chinook Mk2 – roared off the grid to take the lead from Chris Goodwin's ex-Chris Amon McLaren M1B and pole-sitter Gary Pearson in Marshall Bailey's Lola T70 Spyder. By the end of the first lap, Pearson was up to second and challenging for the lead, with Esterer heading a sensational train of cars that also included Roger Wills' M1B and Simon Hadfield in the Huffaker-Chevrolet.

Wills bided his time from the best seat in the house – watching as Esterer and Pearson traded places, sliding in unison around the Sussex circuit – before making a superb pass to take the lead. He looked to have it in the bag but ran wide a few laps later and rejoined fourth.

With under five minutes to go, Pearson finally made his advantage

stick, taking the chequered flag from Esterer and Wills, who'd nipped back into the final podium place on the last lap.

"To drive these cars anywhere is fantastic," said Pearson, who was celebrating his 10th Revival win, "but here they're a real handful, and Jay's car control is phenomenal. It was good, proper, clean racing."

It was by no means the only closely fought race over the three-

**'Max Werner drove his Alfa 8C-2300 from Germany, won the Brooklands Trophy, then drove it home again'**

day event, which attracted 146,000 enthusiasts. The saloon cars in the two-part St Mary's Trophy always put on a great show, and Saturday's first leg produced an epic battle between Rob Huff's Austin A40 and Anthony Reid's Jaguar Mk1. Reid took an early lead, but after a race-long fight it was the nimble Austin that came out on top.

"I've been out of the BTCC for three years," said Reid, "but this



Shelby Cup marked Cobra's half-century



Burnett's Talbot and Werner Alfa do battle



Majzub and Smith thread their way through the back-markers during the nailbiting Sussex Trophy



race brought it all back. The Jaguar was sensational."

Jackie Oliver and Kenny Bräck's spirited duel brought them within touching distance of the leading pair. Oliver's crowd-pleasing BMW 700 pipped the Swedish driver's A40 to take third place.

In the following day's second leg, Reid's co-driver Justin Law did just enough to take the win on aggregate ahead of Huff and Des Smail.

The excitement continued all the way through to Sunday's closing Sussex Trophy. Alex Buncombe led away in the Lister-Jaguar but, when he retired, Julian Majzub took over the lead. He managed to keep his ever-more-sideways Sadler ahead of the hard-charging Andrew Smith's Lister-Chevrolet.

"I've been trying to win this race for years," said a delighted Majzub.

"It was quite exciting with some of the back-markers but, frankly, that's all part of the fun."

Earlier in the day, the RAC TT Celebration produced a Jaguar 1-2-3. Adrian Newey drove flat-out to recover from an early 'off' in his Lightweight E-type before handing over to Martin Brundle during a safety-car period. The former Formula 1 star overhauled the E-type of John Young and Bobby Verdon-Roe to take victory. Joaquín Folch-Rusiñol and Tiff Needell completed the podium positions.

Sunday's programme featured a number of incidents, the most serious of which caused the Richmond & Gordon Trophies race to be red-flagged. Gary Pearson failed to get off the line in his BRM Type 25 and, as the drivers behind took avoiding action, several of them

made contact. At the restart, Alasdair McCaig (Cooper T53) held off Rod Jolley (Cooper T45/51).

Further cameos on a weekend of first-class racing were provided by Mac Hulbert – who burst through from the second row to lead the Goodwood Trophy in ERA R4D, before suffering an engine failure while running second – and Martin Stretton, whose determined chase of Andrew Newall's Ginetta paid off when the G10 shed a wheel. Stretton went on to claim the Fordwater Trophy in his Lotus 26R.

Max Werner was awarded the Rolex Driver of the Meeting award for driving his Alfa Romeo 8C-2300 over from Germany, and winning the Brooklands Trophy after a dice with Gareth Burnett's Talbot. Werner later drove the Alfa all the way back to Düsseldorf.



Tony Smith's Alfa rearranges the chicane



Rob Huff narrowly leads Reid and Oliver during Saturday's nip-and-tuck St Mary's Trophy



Baxter's Maserati made its Revival debut



Lotus 25 duo of Fennell and Middlehurst



Dusk settles on the Freddie March Trophy



This year's Fordwater Trophy boasted a superb grid of production-based sports and GT cars

#### FREDDIE MARCH MEMORIAL RHYTHM

- 1 Buncombe/Young Jaguar C-type
  - 2 Wigley/Ure Cooper-Bristol T24/5
  - 3 Snowden/Wilmott Healey 100S
- Fastest lap** Buncombe 1:30.074

#### GOODWOOD TROPHY

- 1 Mark Gillies ERA R3A
  - 2 Paddins Dowling ERA R10B
  - 3 Duncan Ricketts ERA GP1
- Fastest lap** Gillies 1:30.478

#### FORDWATER TROPHY

- 1 Martin Stretton Lotus 26R
  - 2 Jackie Oliver Lotus 26R
  - 3 John Hugenoltz Mustang GT350
- Fastest lap** Andrew Newall  
Ginetta G10 1:26.889

#### ST MARY'S TROPHY

- 1 Reid/Law Jaguar Mk1
  - 2 Huff/Smail Austin A40
  - 3 Bräck/Daniell Austin A40
- Fastest lap** Oliver BMW 700 1:36.907

#### SHELBY CUP

- 1 Hall/Wolfe AC Cobra
  - 2 Coronel/Hart AC Cobra
  - 3 Caron/Reid AC Cobra
- Fastest lap** Reid 1:25.853

#### WHITSUN TROPHY

- 1 Gary Pearson Lola T70 Spyder
  - 2 Jay Esterer Chinook-Chevrolet Mk2
  - 3 Roger Wills McLaren M1B
- Fastest lap** Pearson 1:19.703

#### CHICHESTER CUP

- 1 Joe Colasacco Stanguellini-Fiat
  - 2 Will Mitcham U2-Ford Mk2
  - 3 Stuart Roach Alexis-Ford Mk2
- Fastest lap** Colasacco 1:28.979

#### BROOKLANDS TROPHY

- 1 Max Werner Alfa 8C-2300 Monza
  - 2 Gareth Burnett Talbot AV 105
  - 3 Patrick Blakeney-Edwards Frazer Nash saloon 'The Owllet'
- Fastest lap** Duncan Ricketts  
Maserati Tipo 26M 1:44.202

#### RICHMOND & GORDON TROPHIES

- 1 Alasdair McCaig Cooper T53
  - 2 Rod Jolley Cooper T45/51
  - 3 Gary Pearson BRM Type 25
- Fastest lap** Jolley 1:24.079

#### RAC TT CELEBRATION

- 1 Brundle/Newey Jaguar E-type
  - 2 Young/Verdon-Roe Jaguar E-type
  - 3 Needell/Folch Jaguar E-type
- Fastest lap** Newey 1:25.259

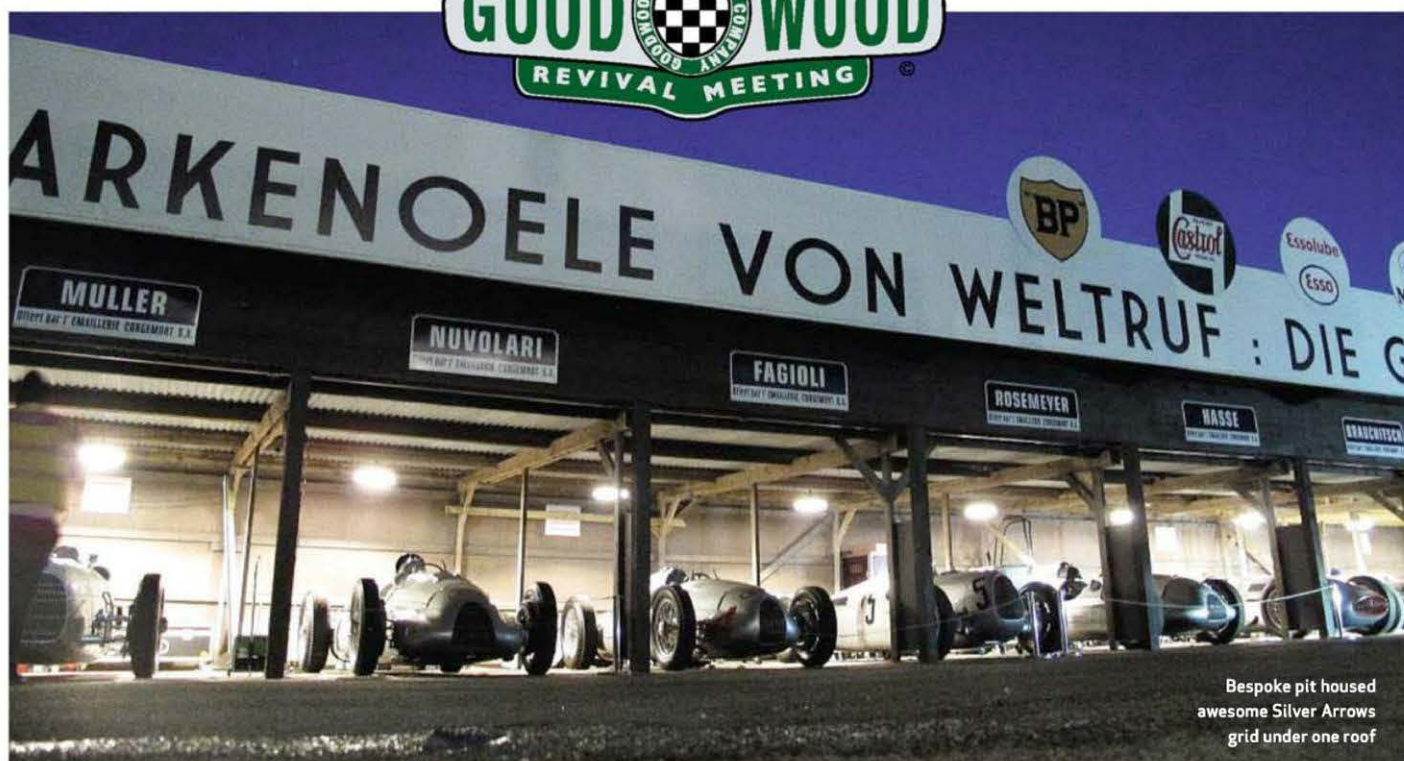
#### GLOVER TROPHY

- 1 Andy Middlehurst Lotus-Climax 25
  - 2 Nick Fennell Lotus-Climax 25
  - 3 Mark Piercy Lola-Climax Mk4
- Fastest lap** Piercy 1:24.676

#### SUSSEX TROPHY

- 1 Julian Majzub Sadler-Chevrolet
  - 2 Andrew Smith Lister-Chevrolet
  - 3 Tim Harvey Lister-Jaguar
- Fastest lap** Alex Buncombe  
Lister-Jaguar 1:26.574





Bespoke pit housed awesome Silver Arrows grid under one roof

## GERMAN TITANS STUN THE CROWDS

The on-track reunion of pre-war Mercedes-Benz and Auto Union greats was a major coup to lead the Revival parades. To celebrate the Silver Arrows' 1937 dominance at Donington, 10 of the all-conquering machines were demonstrated together for the first time since the '30s. The sound and smell of the cars warming up in front of a recreation of the '38 Swiss GP pits, built by Peter Russell, was magical.

Both teams enlisted top aces to drive, but the Mercedes – led by Jochen Mass in the W125 and Karl Wendlinger in the W25 – seemed to be allowed more revs. Highlights included two W154s, headed by the Collier Collection's very original 3-litre beast driven by Shelby Cup victor Rob Hall.

Ferrari 250GTOs have a great tradition at Goodwood, so it was apt that two TT winners were among the 15 assembled for a 50th-anniversary display. Unlike the cautious parade at the Le Mans Classic, the Goodwood demonstration was much more dramatic, with

drivers wearing helmets for a spirited chase. Favourites among the £300m group were Craig McCaw's newly acquired 350S, in which Innes Ireland won at Goodwood in '62, and Graham Hill's '63 winner that was later rebodied to '64 spec. The sound of the massed V12s blasting around the circuit was yet another special aural moment.

American racing legend Dan Gurney hadn't been back to the Revival since the first in '98, but the modest 81-year old returned as the honoured driver for 2012. A hero to the young Lord March, the Californian was always a popular visitor to the Sussex track. As well as a spectacular group of ex-Gurney racers, from Old Yeller II to McLaren M8D, the event staged a moving tribute on Sunday with the *Star-Spangled Banner*, fireworks and a flypast by Mustang and Thunderbolt WW2 fighters. Gurney was then reunited with former Ferrari teammate Tony Brooks in the Testa Rossa they drove to victory in the 1959 TT. "Both Evi [his wife since

Budding aces sprint to their Austins in dramatic Le Mans-style start to the inaugural Settrington Cup



'Gurney for President' signs dominated...



...and 'Handsome Dan' got a lift with Brooks





Vast, packed Revival Car Show was as wonderful as ever, with incredible variety of classics



'Staggerwing' won the Spirit of Aviation...



...while Hawker Hunters starred in the air



GTOs took to the track for spirited parade



Fresh sights included Lawrence of Arabia

1969] and I are blown away, the attention to detail is fantastic," said Gurney, who recreated his trend-setting champagne celebration.

The Settrington Cup, a two-part race for Austin J40 pedal cars, was a hugely popular feature. There were determined efforts from the 30 pint-sized drivers along the course on the start/finish straight, with a chicane at half distance. Junior VSCC members dominated, with George Collings winning on Saturday and Florence Hall beating all the boys on Sunday; Collings took the win on aggregate.

There were memorable sights in the air, as the Avro Lancaster flew in over the South Downs flanked by three Spitfires. Other flying highlights included a pair of Hawker Hunter jets and the awesome sound of the Bristol Centaurus-powered Hawker Sea Fury from the Royal Navy Historic Flight.

On the ground, the Freddie March Spirit of Aviation presented a fabulous group of historic planes, dominated by a Douglas Skyraider,

Consolidated Catalina flying boat, and Douglas Dakota DC3. The winner of the aircraft concours was American William Charney's glamorous 1944 Beechcraft D-17S 'Staggerwing', brought over from Reno specially for the event.

Set dressing around the paddock set new standards this year. The Earls Court Motor Show returned with a celebration of British sports cars, but the 1938 Embiricos Bentley was the winner in the public vote. Among the new additions was a remarkable Lawrence of Arabia-themed display at the Drivers' Club, with camels and two Rolls-Royce Silver Ghost armoured cars, plus historic scramblers competing on a new course at Lavant corner.

The Revival Car Show again produced an amazing display with thousands of visiting classics. Just taking in the diversity of cars on show was a day's entertainment in itself, with standouts including the Schäfer family's imperious 1939 Horch 853A Cabriolet and an Alfa Romeo 8C-2300 Zagato Spider.

## Revival meet and greet

### EASTBOURNE GLAMOUR

"I first saw it in '78 when I worked for Aston and it came in for an estimate," said AMOC Sussex rep **Nigel Butten** of his '62 DB4, driven up with his wife Diane and mate Anthony Hepburn. "I bought it from the insurance firm for £1000, but ran out of money so it was stored for 14 years until I could afford to have it rebuilt. We've since been to Le Mans three times and over most of the famous Alpine passes."



### RACER'S COUNTRY SEAT

Martin Brundle may have crashed **Bill Shepherd's** Cobra in practice, but the Mustang specialist could still lay claim to the coolest support vehicle with the '63 Ford Galaxie Country Sedan he drove down with wife PJ. "It was brought to the UK by an American diplomat in 1966," said Shepherd. "We've put a hot motor in, and love taking it to the coast for fish 'n' chips. The tailgate makes a great seat."



### REFORMED CHARACTER

"We used to smash up loads of these, now it's time to save a few," said former banger racer **Shamus Johnson**, whose 1964 MkII Austin Westminster is one of three Farinas in the Johnson household. "The two-tone is original and rare. We think the Ro-Styles suit it." Nine-year-old Kerenza is as keen on the Revival as her folks. "She doesn't have any option with us," joked her mum Chava, "but she loves cars."



### SHRUNKEN SILVER ARROW

After seeing the Auto Unions at the Festival of Speed in 2010, **John Hewett** was determined to build one. Following 3000 hours' work, the design engineer completed his scale tribute just days before the Revival. "I've owned 911s and love 356s, so it had to be the Porsche-designed A-type," said Hewett. "It's powered by a four-stroke 90cc quad-bike motor, and is good for 30mph."



### HIPPIE CHIC FOR HIRE CAR

Bringing friends over from France for their first Revival experience meant that **Ita Macquet** and her husband couldn't drive their Aston Martin, so instead they hired a VW 'Splittie' and went for a hippie theme. "Goodwood is such fun," said Macquet. "We love getting involved and dressing up – there's nothing like it in France." And the camper? "It's perfect for this event. I think we may end up buying one!"







Shirley's Alfa (on right) basks in regal setting. Below left: Kern's SSK and 'round door' Rolls-Royce

# CLASSICS CROWNED AT WINDSOR



American collector Jon Shirley's sublime Alfa Romeo 8C-2900B coupé won the inaugural Windsor Concours of Elegance from 7-9 September. The former Pebble Beach-winning beauty took Best of Show among an outstanding 60-car group presented in the beautiful Upper Ward Quadrangle. It marked the first time that private cars have been allowed within the walls of the famous Royal castle.

Judging was refreshingly different at this new event. The Best of Show was decided by the entrants, who voted Shirley's dark blue Touring-bodied coupé as the car they'd most like to take home. The Alfa faced tough competition, including

two other former Pebble Beach winners – the fabulous 1931 Daimler Double Six Corsica Coupé of Reno collector Bob Lee, and the Delage D8S de Villars Roadster.

Fittingly for such a regal location, the display included a magnificent Bugatti Type 41 Royale. Other stunning cars making a rare appearance in the UK included the beautiful 1938 Bentley 4 1/4-litre Embiricos Coupé of Arturo Keller, and the exotic Delahaye V12 Type 145 of Californian collector Peter Mullin.

Among the post-war group was the BMW 507 owned since new by John Surtees, while centre stage within the Royal cars and carriages

was Prince Charles' famous 1969 Aston Martin DB6 Volante.

The prestigious three-day event drew several post-restoration debuts of famous cars not seen for decades. Patrick Blakeney-Edwards' team was rightly proud of its work on the 1934 Le Mans-winning Alfa Romeo 8C-2300 of Craig McCaw, while Mercedes S-type specialist Markus Kern unveiled his newly completed 1928 SSK Corsica Drophead. Kern raced the blown thoroughbred at the Goodwood Revival the following weekend.

It hasn't yet been decided if this will be an annual event, but there's talk that it may be hosted at different castles and palaces.

## Overseas invasion at Beaulieu

Baking heat and a legion of continental vendors gave the 45th Beaulieu International Autojumble on 8-9 September a colourful atmosphere. As always, the huge event provided a wealth of diverse items, from pre-war Maserati single-seater bodywork to a bizarre motorised Dery tandem that had been owned by a French couple since 1955. Other gems included a collection of 1930s German racing biographies of Hans Stuck, Rudolf Caracciola and Manfred von Brauchitsch.

Dealers and private vendors reported strong buying interest in the Automart arena, where rarities included a 1951 Nash Statesman Super Coupe, which sold early on Saturday for £13,000.





# Touring celebrated at Salon Privé



Lamborghini heads the Touring display; Ferrari 166MM took Best of Show; Heydon's Chrysler



A 1950 Ferrari 166MM Barchetta scooped Best of Show at the exclusive Salon Privé at Syon Park in Brentford. The car, belonging to Dudley and Sally Mason-Styrton, also took first place in a special Carrozzeria Touring display that was the highlight of the event from 5-7 September. The class boasted a fantastic line-up including the Lamborghini Flying Star 2 and the Pegaso Z-102 Thrill.

It was not just about Touring, however, with an impressive

collection of 10 Mercedes-Benz 300SL Coupés, the British debut of the ROFGO collection of Gulf-liveried racers (with 18 of the 22 cars plus a transporter on show) and no fewer than 14 Ferrari F40s.

Away from the super-exotica, heads were turned by James Hull's 1965 Graber Alvis Super Cabrio, which has covered fewer than 20,000 miles and was being seen in public for the first time in nearly 50 years. Other winners in the Chubb Insurance Concours d'Elegance

included Peter Heydon's show-stealing 1941 Chrysler Town and Country in the Shooting Brakes class, the impressive beast also taking Best Interior.

There was tough competition in the dedicated Bugatti racer group, with Sir John Venables-Llewelyn's 1935 T35 claiming top honours.

Nigel Allen's 1968 Ferrari 275GTB/4 won the People's Choice award. It was also voted Best Closed Sports Car from the Swinging Sixties.



## QUALITY IN QUANTITY

A new record for the largest-ever parade of Ferraris was awaiting official ratification as C&SC went to press. Some 964 cars lapped Silverstone during the Ferrari Racing Days meeting on 15-16 September. The previous record, set at Fuji in '08, was 490 cars.



## SUN SHINES ON STONELEIGH

More than 20,000 people flocked to the Coventry Festival of Motoring at Stoneleigh Park on 25-26 August. Almost 1000 classic vehicles took part, either being displayed at the venue or completing a 50-mile tour through the local countryside.



## Saint returns at NEC

One of the original Volvo P1800s driven by Roger Moore in *The Saint* is to finally make its sensational post-restoration debut at the NEC Classic Motor Show from 16-18 November. Kevin Price found the crumbling remains of 71 DXC on a Welsh farm in 1991 and it was eventually completed – after an agonising rebuild – earlier this year.

There should be plenty to say about the iconic Swedish coupé for the show's theme: 'What's the Story'. As show manager Andy Rouse explained:

"Every year we have an incredible array of cars at the show. All of them have a unique – and often hidden – tale to tell. For example, some have been in the same family for generations, some have taken part in significant events in history and some will have been on some truly astonishing journeys."

To tie in with the theme, visitors will also be able to vote for their favourite classic films in a survey at the event. Other regular favourites include the Sporting Bears Dream Rides, the Restoration Theatre, a huge autojumble, plus hundreds of trade stands and dozens of classics for sale. Advance tickets start at £18.50 (£21.50 on the door), with family tickets (two adults and up to three 5-15s) from £45.50. Call 08712 301088 or book via [www.necclassicismotorshow.com](http://www.necclassicismotorshow.com).



Clubs, dealers and traders fill the halls



Singer claimed Best of Show last year



## CHELSEA SHOW DRAWS EXOTICA

Thousands of visitors packed into the grounds of London's Royal Hospital Chelsea on 2 September to see more than 500 racers and exotics at the third Chelsea AutoLegends. The main display featured Le Mans icons such as the Porsche 956 that won in 1983, while other highlights included a Group B line-up from Slowly Sideways. An ex-Jimmy McRae MG Metro 6R4 and an Audi Sport quattro S1 E2 were among the rally cars on show. Celebrated privateer David Piper fielded his '69 Lola T70 and the '65 Ferrari 330 P2 in which he won the Kyalami 9 Hours, and Barrie Williams brought the Mini Cooper 'S' that he's owned from new.

## RACERS HIT THE STREET

Carmel-by-the-Sea was gripped by Trans-Am fever on 14 August when 16 of the legendary racers rumbled into town for Concours on the Avenue. Best in Show went to Larry and Juana Carter's Ferrari 275GTB/4 NART Spyder.



## PETER HUGHES RIP

The winner of the 1964 East African Safari Rally died in Nairobi on 12 September at the age of 77, following a short illness. After his rally career, he became Clerk of the Course on the EA Safari, and was later president of the Safari Classic.



# North and South join for charity



Evans in 250TR Spider recreation. Right: Miura on C&SC stand; Group B line



Radio 2 DJ Chris Evans is on track to raise more than £800,000 for BBC Children In Need from two innovative festivals. The first, CarFest South, drew 20,000 visitors to Jody Scheckter's Laverstoke Park Farm on 25-26 August for a weekend of cars, food and music.

And the 1979 F1 World Champ was the star of the show, with spirited runs on the short hillclimb in his championship-winning Ferrari 312T4. C&SC was also on hand, with a mouth-watering set including AC Cobra 427, Jaguar XKSS and XJR-9, Vauxhall Prince Henry,



Scheckter blasts by in 1979 Ferrari 312T4

Talbot AV 105 and Jane Weitzmann's glorious Lamborghini Miura.

Evans' own 'Magnificent Seven' Ferraris took to the hill, with other groups such as supercars, Group B cars and the Nick Mason Celebrity

Seven. Club stands, Sporting Bears Dream Rides and two Silverstone sales (see *Auctions*) completed the fun for enthusiasts, and families were entertained by artisan foods, kids' crafts and evening concerts.

Two weeks later, the fun shifted to Cholmondeley Castle, Cheshire for CarFest North. A crowd of more than 25,000 enjoyed a more serious test of the cars as stars including ex-WRC champ Petter Solberg took to the sprint course, while the Vulcan and Lancaster bombers brought evocative sights and sounds to the skies above.

## Caption competition

The wittiest suggestion to go with our archive photo will win a superb 1:32-scale Revell slot-car of our choosing



It wasn't all wheel-dangling cornering heroics for the Lotus Cortina: sometimes it went wrong. Given the risk of fuel spillage, we particularly like (or are alarmed by) the casual attitude of the camera-wielding pipe-smoker. Send your interpretations in to Caption Competition (November) at the p6 address or e-mail captioncomp. C&SC@haynet.com and write 'November' in the title line. Please include your full postal address.



### SEPTEMBER COMPETITION

Unless there has been a major communication breakdown, our picture of a Triumph Spitfire 'art car' elicited a mere four responses, two of them from the same person! Lewis Hunter's: 'Cor Blimey, the owner will be spitting fire when he sees that!' was not quite worst, while Caroline Male's offering was the pick of the bunch, with: 'The foreman sensed at once that this was not the usual Friday afternoon bodge-job, but his worst nightmare – the paint-shop syndicate had won the lottery.'



## OBITUARY



### SID WATKINS b.1928

Neurosurgeon and motor sport safety pioneer Watkins – widely known as 'The Prof' – graduated from the University of Liverpool in '56. Following a stint at the State University of New York, when he worked as a doctor at Watkins Glen, he returned to the UK. In '78, Bernie Ecclestone offered him a job as F1 medical delegate. With Ecclestone's support, he began a campaign to improve circuit facilities and emergency response that would transform the sport. Watkins retired in '04, and became president of the FIA Institute of Motor Sport Safety.

## Events diary

Shows, festivals and tours

### OCTOBER

**6 Swiss Classic British Car Meeting** 21st Anglophile meeting in Morges, 10am-5pm. This year marks 50 years of the MGB and Elan, 30 of the RV8 0041 21 825 4531; [www.british-cars.ch](http://www.british-cars.ch)

**6-7 Auto-Italia-Houten** Latin vehicles at Expo Houten, The Netherlands 0031 35 6836 990; [www.auto-italia-houten.nl](http://www.auto-italia-houten.nl)

**8-14 Mdina Grand Prix Club** displays, concours and competition in Malta's picturesque old capital. Valletta Grand Prix Foundation 00356 9947 7735; e-mail: [josef.abela@vallettagp.com](mailto:josef.abela@vallettagp.com)

**10-13 AACA Hershey Swap Meet** Granddaddy of the US autojumbles, held in Pennsylvania. Antique Automobile Club of America 001 717 556 7720; [www.hersheyaca.org](http://www.hersheyaca.org)

**13-14 Veterama Mannheim** Massive autojumble with vehicles for sale, in the German town's Maimarktgelände; 8:30am-6pm (Sat), 8:30am-4pm (Sun) 0049 6203 13507; [www.veterama.de](http://www.veterama.de)

**14 Vintage Vehicle Show** Cars from the 1900s to the '50s, at Amberley Working Museum, South Downs 01798 831370; [www.amberleymuseum.co.uk](http://www.amberleymuseum.co.uk)

**21 The National Restoration Show** At Stoneleigh Park, Warks 08716 207067; [www.restoration-show.co.uk](http://www.restoration-show.co.uk)

**25-28 Auto e Moto d'Epoca** Dealer stands, automobilia and spares, at Fiera di Padova, Italy 0039 049 738 6856; [www.autoemotodepoca.com](http://www.autoemotodepoca.com)

**26-28 RACV Motorclassica** Third running of the vast show, at the Royal Exhibition Building, Melbourne, Victoria, Australia. Paul Mathers 0061 3 9321 6760; [www.motorclassica.com.au](http://www.motorclassica.com.au)

### NOVEMBER

**3-4 London to Brighton Veteran Car Run** The world's oldest classic tour kicks off at dawn in Hyde Park on 4th; Regent Street concours the day before. See website for where and when to watch 01327 856024; [www.lbvcr.com](http://www.lbvcr.com)

**16-18 Classic Motor Show** Huge event at the NEC, Birmingham. Details and ticket prices on p15, plus see p20 for how to enter the Classic & Sports Car Club Awards, at the end of the first day. Open 10am-6:30pm (16), 9am-6:30pm (17), 9am-5:30pm (18) 08712 301088; [www.necclassicismotorshow.com](http://www.necclassicismotorshow.com)

For more events or to add your own, go to [www.classicandsportscar.com/diary](http://www.classicandsportscar.com/diary)



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# JUBILEE EPIC HONOURS THE QUEEN



Ken Prichard Jones' fabulous 1907 'Wolseley'



Hornet Special, leaving Chartwell House

STUART MACCALLUM/MICHAEL SANCHEZ



Six Wolseleys tackled the entire tour, here at Nuffield Place start

The Wolseley Register marked 60 years since Queen Elizabeth II's accession by organising a 2000-mile Jubilee Tour of Britain, from 4-20 August, via some of the most scenic parts of England, Scotland and Wales. As part of the marathon, the register helped to raise money for the National Trust's appeal for Nuffield Place – the former home of Lord and Lady Nuffield – which it has recently acquired.

"William Morris bought Wolseley Motors in 1927 and the Register

felt that it should help promote an endowment for the property," explained register secretary Stuart Nell. "The tour was used to increase awareness of this appeal around the country and to form part of our efforts to raise money. It called in at 16 Trust properties *en route*, and was seen off from the Nuffield Place start by Kevin Minns – a grand nephew of Lord Nuffield."

Six cars drove the full distance, from a 1937 14/56 to the '71 Six of Landcrab OC International maga-



Nell's 18/85 Landcrab with Six of Sanchez

zine editor Michael Sanchez. The group also included the 25hp Drophead Coupé built by Wolseley Motors' employees and presented to Lord Nuffield as a Christmas present in December 1937. "Apart

from a couple of punctures, they all completed the tour," said Nell, "which is testament to the quality and reliability of Wolseleys."

A further 87 examples joined the tour for daily sections or to visit the various properties. The oldest car, which attended for two days, was a 1907 Wolseley Siddeley Coppa Florio racer with a 10-litre engine that was capable of 100mph.

Models taking part for a day ranged from a brace of pre-WWI 24/30 Tourers to a '75 'wedge'.



## Panthers return to Surrey

A remarkable selection of 91 cars converged on Brooklands for the Panther Car Club's Grand Gathering to celebrate the marque's 40th anniversary on 1-2 September. The famous Weybridge venue was a fitting choice because Panthers were originally assembled in nearby Byfleet. "The cars were built here until 1982, and we decided that it was time for them to return home,"

said club chair Val Bridges.

The spectacular turnout – one of the club's largest ever – included 18 cars from the continent and five J72s (one from '72). Frenchman Philippe Julien brought his J72 over from Bouguenais: "We bought it last year in California. It belonged to the actor Redd Foxx and had only done 9830 miles from new."

Best of Show went to Terry Borton's '83 Kallista, fresh out of a ground-up restoration, while Don Scrivens scooped Best Lima and Bridges Best J72. Dutchman Rob Metselaar picked up the silver for 'Best Engine Bay' – thanks to his immaculate De Ville (one of four at the event), which also won its class.



Continental contingent included French Lima (r). Above: De Ville quartet

## Triumphs shine at Stoneleigh

The Pre-1940 Triumph Motor Club won four awards from the four cars entered in the Show and Shine at the Coventry Festival of Motoring at Stoneleigh Park on 25-26 August. Rob Greene landed Best of Show for his stunning 'Straight Eight Tribute Car' (second from left), which also topped the Pre-War Sports/Convertibles class. John Marshall's Gloria Six Vitesse (on right) was second in Pre-War Saloons, just ahead of Martin Johnson Howe's similar example.





# E3 saloons take centre stage at Gaydon

An outstanding line-up of E3s was given pride of place at the BMW Car Club Festival at the HMC, Gaydon on 19 August. Nine of the cars were on the E3 Limousinen Club Deutschland's Britannia 2012 tour, masterminded by Reinhard Queckenberg, who was in his 1970 2800. "We have covered 2500 miles so far," he enthused, "to Newcastle, then on to Edinburgh and back via the Lake District and the Yorkshire Dales. It has been excellent."

He reckoned that about 200 E3s survive in Germany: "We have 100 members and most have two, one normal and one long-wheelbase car." The youngest was Bert Bitterer's mint, all-original, 60,000km '77 3.3 Li, sold new in Switzerland: "I bought it four years ago and it had been in a Salzburg garage since '86. Swiss-market cars survive best because they had the Tectyl under-seal treatment at the first service."

Heiko Koehler had been looking for a 3.0 Si for five years before he found a brown one near his home, yet couldn't help but notice that the vendor had another under a cover: "He said that it was his wife's car and not for sale. But it was Fjord blue,



Alpina conversions head E3 group, with 280bhp 3.0 S alongside superb, just-restored B2

my favourite. It's also the colour of Bavaria and I live in Munich. We came to a deal in the end though."

Alongside was a healthy turnout of E9 coupés, including the CSLs of registrar John Castle and Sam Lever, plus the 'Batmobile' replica of Brian Cook, which was on its first run out for 12 years. "I had to go through the brakes and degrease

it because it was caked in old polish and wouldn't shine," he explained.

Gary Beevers' immaculate 1987 Alpina B7 Turbo stood out in the show 'n' shine. It's the 10th from last built and one of only four with the S-spec 330bhp engine: "It also has a custom exhaust and showed 360bhp when the previous owner had it tested on a rolling road."



Queckenberg's 2800 with Koehler's 3.0 Si



Cook has owned Batmobile rep since 1982



Beevers' B7 turbo: one of four S-spec cars

## Send us your entries for the C&SC Club Awards!

The C&SC Club Awards take place at the end of the first day, 16 November, of the Classic Motor Show at the NEC. The Awards, in association with Lancaster Insurance, are C&SC's opportunity to recognise and reward the sterling efforts of the classic car clubs. We need your nominations for our most important categories (below), while a selection of display and individual gongs will be decided on the day. The Car of the Show and C&SC Special Award now each include a half-day photo-session in C&SC's studio as part of the prize!

Nominations should be sent, with photos and explanations, to David Evans at the address on p6 before 19 October or e-mailed to [david.e@haymarket.com](mailto:david.e@haymarket.com)

Only one entry will be accepted per club for each award category, and entries should be accompanied by a letter from the club secretary – or other senior officer – confirming them as the club's submissions.

### NOMINATIONS NEEDED

- Club Personality of the Year (the person who has done the most for a model, make or club over the year)
- Club of the Year
- Best Club Run/Rally
- Best Club Show/Event
- Club Magazine of the Year (including a camera worth £400!)
- Most Improved Club Magazine
- Best Club Website

### PLUS, TO BE DECIDED ON THE DAY

- Best Club Stand (three awards)
- Best Themed Club Stand
- Most Interesting Selection of Cars
- Car of the Show
- C&SC Special Award (for the car that captures the judges' hearts)



Panther Car Club, 2011's Best Themed Stand; TSSC's *The Courier* Magazine of the Year



### FACEL STARS AT BLENHEIM

The delightful Facel Vega Facellia F25 that Charles Wells has owned for 20 years was one of the highlights at the Oxfordshire Classic Show, at Blenheim Palace on 26 August. Just 68 were built, with nine known to survive – two of which are in Britain.



### BRUSHES SWEEP INTO SUSSEX

The only working Brush runabouts in the UK featured at the Michelham Priory classic car show in Hailsham, East Sussex on 18-19 August. David Homewood parked his exactly restored 1909 example (above) alongside Steve Ashby's 1910 car.



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# Red Triangle gets Welsh welcome



ROBERT ROWE

International Alvis Day drew a glorious range of Holyhead Road's finest for the AOC event's first visit to Wales, to honour founder TG John from Pembroke Dock. The 7-9 September itinerary included the Longstone Tour, with 60 cars leaving their Cardiff Future Inn base for the 130-mile route via the Blaenavon and Wye valleys, plus the Big Pit: National Coal Museum and Earley Engineering (*Specialist*, March 2006) in Abergavenny.

The event attracted members from Italy, Switzerland and Malta, plus an Australian contingent who flew in and borrowed cars. Joachim Epperlein drove his Speed 25 VdP Tourer from Germany, while Ann Bradnum was in her 1936 3½ Litre, with pillarless Gurney Nutting coachwork – thought to be unique.

Club members were encouraged to dress to the period of their cars, none better than June Smith with her '39 12/70 – this year's IAD celebrated model, designed by George Lanchester after he joined Alvis in 1936. John Rattcliffe's Speed 20 SC VdP Sportsman Tourer landed several concours awards at the Llancaiach Fawr Manor finale.

## Classics return to Panshanger

The vintage aircraft at the Hertfordshire aerodrome provided the perfect setting for the Panshanger Revival on 19 August. The automotive element is organised by Singer Owners' Car Club stalwart Peter Hart, who took the lovely, all-original, 30,000-mile 1962 Gazelle IIC that he's owned for 23 years – one of 11 cars from the SOCC.

Martin 'Monty' Males brought his '23 Hupmobile Model R, which raced the Cape Town to Johannesburg express train in '24. Males has driven it all around Britain raising money for charity, and as far as you can go towards the Arctic Circle.



Evocative backdrop of hangar and planes



## Federation update

As I write, I am recovering from a busy and interesting weekend at the Beaulieu Autojumble. I was working on the Federation's stand, where we received a continuous stream of queries from members and traders alike on various topics. No prizes, though, for guessing what was at the top of the list of points being raised. Yes, the European Commission's draft proposals for replacement of the Roadworthiness Testing Directive was the clear winner.

The draft, published in July 2012, raises a lot of questions. Most of those at Beaulieu came from mild-looking individuals who, after a few moments of conversation, were expressing their views with a passion that was almost tangible. Understandably, at this venue, feelings were running high and often it was just not possible to give any assurances about the future – or to change the ideas of some people who believe that this is a done deal and that we're all doomed.

The Federation, while taking a no less passionate view, has to treat the subject in a colder light. Put simply, we believe that the current definitions are unworkable, completely unacceptable and will do little or nothing for road safety, but would add to the bureaucratic burden of road users.

These proposals will have to be approved by each EU member country before being adopted and the Federation will continue to recommend in the strongest terms to the UK Government that they should be rejected.



Hot topic on the stand at Beaulieu was the Roadworthiness Testing Directive



### CHRIS CUNNINGTON FBHVC CHAIRMAN

FBHVC lobbies in Brussels and Westminster. For info: call Rosy Pugh on 01865 400845, e-mail [secretary@fbhvc.co.uk](mailto:secretary@fbhvc.co.uk) or see [www.fbhvc.co.uk](http://www.fbhvc.co.uk)

## Clubs diary

Shows, meets & gatherings

### OCTOBER

#### 7 International MG Spares Day – Autumn

Club stands, jumble and cars for sale, 10am-5pm, at Sandown Racecourse 08716 207067; [www.mg-show.co.uk](http://www.mg-show.co.uk)

#### 7 Autumn National Classic & Modern Show

In the Exhibition Hall, Donington Park; Autumn National Ford Show at same venue on 28th. Andrew Greenwood 01484 667776; [www.classicshows.org](http://www.classicshows.org)

#### 11-14 Lakes and Dales Tour

Via Pennines and Eden Valley. Classic Car Tours MK 01539 728832; [www.cctmk.co.uk](http://www.cctmk.co.uk)

#### 13 Thatcham Classic

On Dunstan Green from 10am-3pm, organised by C&SC's Martin Port. Come along to meet the team E-mail: [enquiries@thatchamclassic.co.uk](mailto:enquiries@thatchamclassic.co.uk); [www.thatchamclassic.co.uk](http://www.thatchamclassic.co.uk)

#### 13-14 Malvern Classic Weekend & Autojumble

With Classic Commercials (on Saturday) & BMC Day (Sunday), at Three Counties Showground, Malvern, then Mini Show & Spares day on 21st 01484 667776; [www.classicshows.org](http://www.classicshows.org)

#### 14 Mudeford Meet

At Mudeford Quay, Christchurch, for all classics (also 11/11) [www.mudefordmeet.co.uk](http://www.mudefordmeet.co.uk)

#### 17 TVR, Lotus, Ginetta and Noble Night

From 6pm, at the Ace Cafe. Also Red Oktober – Eastern Bloc Vehicle Meet all day on 21st, then All American Cruise In & Oldsmobile Special from 4pm on 27th and Rat Rod Review, all day on 28th 020 8961 1000; [www.ace-cafe-london.com](http://www.ace-cafe-london.com)

#### 25 Chelmer Valley Car Meet

From 8pm, at The Lodge, near Battlesbridge, Essex (also 29/11) 01245 268157; e-mail: [colinmole@hotmail.com](mailto:colinmole@hotmail.com)

#### 25-30 Autumn Classic Tour

Taking in the Eden Project, Goonhilly Earth Station and Lanhydrock House. Also Christmas Cracker, via Bucks and Berks 30/11-2/12 01935 474630; [www.merlinevents.com](http://www.merlinevents.com)

#### 28 Coffee and cars

From 12-4pm, at Dee Dee's Jazz and the Funk, 77 Herne Hill, London. Shayanna Dyer-Harris 020 7326 1155; [info@deedees-jazz.com](mailto:info@deedees-jazz.com)

### NOVEMBER

#### 11 Newbury Classic Car & Bike Show

At the Racecourse. Andrew Greenwood 01484 667776; [www.classicshows.org](http://www.classicshows.org)

#### 11 Poppy Day Parade & Service – Military Vehicle Meet

All day, at the Ace Cafe London. Contacts as 17/10

For more events or to add your own, go to [www.classicandsportscar.com/diary](http://www.classicandsportscar.com/diary)



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**1966 AC Cobra 427**

A known 1966 427 Cobra, which recently featured on the cover of Classic & Sportscar magazine, and has previously been voted as best 427 Cobra by the Shelby American Automobile Club.

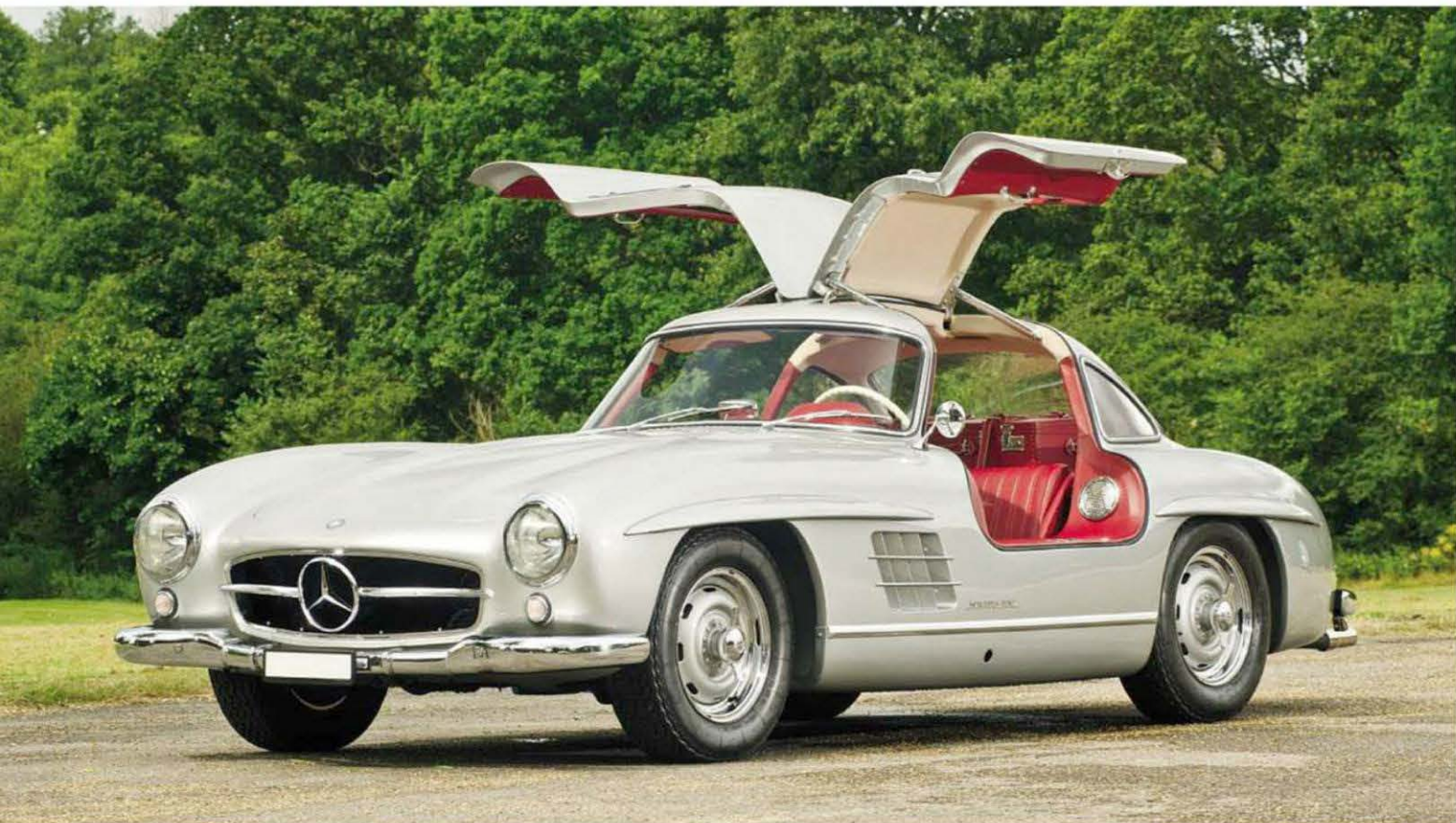


**1937 Bentley 4 ¼ litre Park Ward DHC**

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**TOP** 1955 MERCEDES-BENZ 300SL ALLOY 'GULLWING', Chassis no. 198043-5500786; One of only 29 built. Rudge wheels, high performance engine, and sports suspension.

**LEFT** 1970 FERRARI 365 GTB/4 DAYTONA, Chassis no. 13653; Ferrari Classiche certified.

**MIDDLE** 1952 BENTLEY CONTINENTAL R-TYPE FASTBACK SPORTS SALOON by H.J. Mulliner, Chassis no. BC7A; 1952 Earl's Court Show Car.

**RIGHT** 1937 BUGATTI TYPE 57C STELVIO DROPHEAD COUPÉ by Gangloff, Chassis no. 57467; The first 57C ordered by and delivered to a private customer.

**OPPOSITE** 1959 FERRARI 250 GT LWB BERLINETTA 'TOUR DE FRANCE' by Carrozzeria Scaglietti, Chassis no. 1335GT; Matching-numbers; delivered new with a higher horsepower competition engine and chrome wire wheels.



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Walton's fabulous 250LM holds off Shelys. Below left: Trans-Am thriller won by Hague's AMC Javelin

# MIXED FORTUNES AT MONTEREY

The spiralling values of historic Ferraris doesn't deter Rob Walton. At the Rolex Monterey Motorsports Reunion at Laguna Seca, USA from 17-19 August, Walton mixed with the local iron in his ex-Ecurie Francorchamps 250LM but had to give best to Terry Gough's Corvette in the race for 1963-'66 GT cars. Walton finished second in a Corvette sandwich, with John Bowe's Chevrolet third.

Walton had better luck with his 250 SWB in the 1955-'62 GT race, which he won from a determined Leonard Turnbeaug in his very quick 1958 Porsche 356A. Ranson Webster's Porsche-Abarth completed the top three.

Sadly, Walton's charge in the feature all-Cobra race ended dramatically when a brake problem led to a heavy crash in his Daytona Coupe CSX 2286. Cobra 289s dominated the 39-strong entry, with Jim Click just holding off the other small-block roadsters of Lorne Leibel and James Farley.

Jeffrey O'Neill's Maserati 250F was a surprise entry in the pre-'51 racing-car group but he was no match for Paddins Dowling, who charged through the field after practice problems to win in Mary Smith's 1939 Maserati 4CL. After

several off-course moments, Peter Giddings made it to third in his Alfa Romeo Tipo B.

In honour of his father, David Swig stormed away from the 1947-'55 Sports-Racing pack in the Monsterati after main rival Don Pepperdene's Herlinger Baldwin Special went off song, leaving Steve Schuler's Allard J2 in second. In the pre-'61 Sports-Racing group, local Don Orosco blitzed all the big guns with his nimble Lotus 15. Erickson Shirley, driving a '59 Lister Costin, and Carl Moore (Maserati Birdcage)



ERIC SAWYER

**'The pre-'72 Trans-Am group always puts on a show, and the lead changed regularly in an inter-marque battle'**



Edith Arrowsmith's Old Yeller VIII is based on an E-type and appeared in Viva Las Vegas

## Five questions for...



### BILL BRIDGES

Cobra fanatic was the only Brit to enter Shelby Cobra tribute race

**What were your highlights?** Racing among 39 original Cobras with people who really love their cars was a unique experience.

**Any other memorable moments?** The Cobra convoy to Quail Lodge on the road with a police escort over a wonderful pass was very special.

**How was the Corkscrew?** It's a dream corner and feels just like falling off a five-storey building. The trick, as soon as you reach the top, is to aim at the oak tree.

**How were the Americans?** We just took our red bag of tools, but the hospitality of Jeff Sime and Bob Jordan was wonderful. From shade to jacks, they shared everything.

**Any car you'd bring home?** I'd never swap the 'Hairy Canary' now, but CSX 2345 is very special.





Rob Walton's Daytona Cobra CSX 2286 leads winning roadster of Jim Click before crash



Nagamatsu spins Cobra 289 at Corkscrew



Sam Blanton's very quick Morris Minor



David Alvarado's 1989 Pontiac Grand Prix heads the rumbling pack of pre-1990 stockers

did their best to keep him in sight. This colourful group featured several fascinating American specials, such as the '58 Hagemann-Sutton of Butch Gilbert, which came fourth, and the Dick Williams Flathead Special of John Muller. The latter was making its historic racing debut and finished 12th.

The pre-'72 Trans-Am group always puts on a great show, and the lead changed regularly in a close inter-marque contest before Jim Hague's AMC Javelin took the chequer. In the heated Chevrolet vs Ford scrap, Ched Raynal made it count for the Bow Tie with his '69 Camaro Z/28, leading home the Mustangs of Ken Adams and Jim

Halsey. Bruce Canepa had a great race, storming through the pack in his Javelin to an impressive fifth.

Brit Mark Gillies won the busy Formula Junior race in his Lotus 22, holding off challenges from the Coopers of Jimmy Domingos and Doug Mockett. Beating a Chevron B8 with a Lotus 26R is quite a challenge but John Hugenoltz gave it his best in the Pre-'66 group, yet had to give way to Ernie Spada.

The youngest grid at this premier American historic festival was the 1974-'90 Stock Cars. Tom Klauer's 1986 Chevrolet Monte Carlo pipped Jim Hague's '89 Pontiac, with Mike Cesario's Ford Thunderbird coming home third.

## Dutch hero returns home

Jan Lammers' skills wowed 31,500 spectators at the inaugural Historic Grand Prix Zandvoort on 1-2 September. The 56-year-old took victory in the Masters Gentleman Drivers race aboard Michiel Campagne's 565bhp Chevrolet Corvette Grand Sport clone. He then starred in the second HGPCA Pre-'66 race, taking Jan Biekens' Ferrari 156 evocation from the back of the grid to 13th. "Racing a big mean car and a little subtle car was great," said Lammers. "I was perhaps too cautious, too respectful of the Ferrari at the start, but I enjoyed it more and more."

Manfredo Rossi di Montelera won both GP Masters races in his Martini-liveried Lotus 80, and Martin Stretton (March-BDG 742) trounced Historic F2 all comers.

Right: Lammers starred in 156 and Corvette; di Montelera's Lotus 80



## Reynolds wins in Ulster

Julian Reynolds and Patrick Walsh moved ever closer to landing the British Historic Rally Championship title with another perfect result on the Ulster Historic Rally on 17-18 August. The sixth straight win of the season for the Mk1 Escort crew (below) came after 100 competitive miles in the lanes around Antrim. Not only did they win Category Two, but they also claimed the historic event overall after a fierce battle with Tomas Davies and Eurig Davies. "That was a tough rally," said Reynolds. A strong Irish entry had no answer to the pace of the two Welsh crews, but Dessie Nutt and Geraldine McBride took Category One in their Porsche 911 (below).





# Dodd and Fleming battle at Oulton



Martini, stirred: Dodd's Chevron B31 had the edge over Fleming's B23/36

Everything was set for an epic duel between the invited big bangers in the Guards Trophy at the HSCC's Oulton Park Gold Cup on 26-27 August, after Jay Esterer had qualified his Chinook third behind the M1B of McLaren test driver Chris Goodwin on pole. But it wasn't to be. The Chinook broke at the start and the M1B was sidelined 10 mins later when its engine let go. That left the race-long scrap between the Ginetta G16 of James Dodd and Nick Fleming's Chevron B8 as the contest for the laurels, with Dodd winning by just 5 secs after 45 mins.

They were the class of the second Martin Trophy, too, trading places up front until the wets of Fleming's '77 Chevron B23/36 went off as the track dried, allowing Dodd to pull clear in his '75 B31. Dodd's rubber suffered the same fate, though he managed to hold on to the chequer.

The meeting kicked off with a father-and-son dice between Julian and Charles Barter in 70s Roadsports. Julian's TVR 3000M built a lead over his dad's Datsun 240Z until an early red flag and he had to do it all again after the restart.

Simon Hadfield managed to



Hadfield Capri won from last row of grid



Goodwin's M1B was quick until its V8 blew

come first and second on his Capri debut in the JD Classics Challenge. He stormed through from the back of the field to take the lead on lap four in Paul Pochciol's Esso-liveried car before taking over the UFO Ford started by Paul's son Tom.

For once, Jason Minshaw got the better of older brother Jon in the E-type Challenge after fastest qualifiers Alex Buncombe and Matt Nicoll-Jones retired a few laps in. Jon dropped back as his brakes faded, leaving Jason comfortably ahead, while Buncombe won from Jon Minshaw on Monday.



Halls sandwich Watson/O'Connell Chevron

## Matra wails to Endurance win

Rob Hall was in a class of his own in the Classic Endurance Race that supported the World Endurance Championship at Silverstone from 24-26 August. Driving Abba Kogan's Matra 670B, the historic race specialist finished 1½ mins clear of the Chevron B36 of Sandy Watson and Martin O'Connell. A second Matra, driven by Rob's dad Rick, retired on lap 12 of 28. Other highlights included Paul Knapfield's Ferrari 512BB LM, which won GT2 and finished seventh.

## Crash mars Speed Trials

Brighton regular Julian Godfrey took a popular class win at 12.33 secs in his beautiful turbocharged 2-litre Alpine-Renault A110 against strong Porsche Boxster and 911RS opposition at the annual seaside Speed Trials on 8 September.

Top classic time and fifth in the class runs was veteran sprinter Jim Tiller with his familiar orange Allard J2 'Old Fella', with 10.72 secs for the standing quarter. The brutal 1950 roadster was only put in the shade by modern specialist machinery.

Henry Brooks took the honour of setting the day's slowest time at 43.11 secs on his De Dion-Bouton Tricar, which required considerable pedal power to get moving – much to the amusement of the crowd.

A fatal accident just over the finish line during the motorcycle classes brought the meeting to a sad end after just one timed run.



Tiller's Allard. Below: Brooks' De Dion



## Sporting diary

Races, rallies, trials and more

### OCTOBER

**6 VSCC Autumn Classic** Vintageants return to Castle Combe for the first time in several decades. Post-war sports cars and GTs also on the card 01608 644777; [www.vsc.co.uk](http://www.vsc.co.uk)

**6 Edinburgh Trial** Last MCC Trial for 2012. Peter Lawley 01952 613511; [www.themotorcyclingclub.org.uk](http://www.themotorcyclingclub.org.uk)

**6 Colin McRae Stages** Gravel event, part of the Kololi Beach Club MSA British Historic Rally Championship 01865 864038; [www.hrcr.co.uk](http://www.hrcr.co.uk)

**6-7 Dijon-en-Prenois Trophées Historique de Bourgogne** Featuring single-seaters plus GTs and sports-prototypes 01327 858400; [www.circuit-dijon-prenois.com](http://www.circuit-dijon-prenois.com)

**6-7 Autumn Classic** Cracking season finale at Prescott 01242 673136; [www.prescott-hillclimb.com](http://www.prescott-hillclimb.com)

**10-17 International Cyprus Rally Tour** Includes a two-day rally, with loan of classic car if you fancy a go 01245 268157; [www.cyprusclassiccartours.moonfruit.com](http://www.cyprusclassiccartours.moonfruit.com)

**13 The Throckmorton Challenge** One-day trial with 15 tests for pre-'84 cars. Peter Nedin, Hero 01656 740275; [www.heroevents.eu](http://www.heroevents.eu)

**13-14 Masters Donington Park Race Meeting** Practice and three races on 13th; the rest from 9:05am the day after 01908 587545; [www.themastersseries.com](http://www.themastersseries.com)

**20 HSCC Finals Meeting** Down to the wire for all of the HSCC's groups for its traditional Silverstone fixture 01327 858400; [www.hsc.org.uk](http://www.hsc.org.uk)

**27 VSCC Autumn Sprint** At Goodwood, West Sussex 01608 644777; [www.vsc.co.uk](http://www.vsc.co.uk)

**27-28 Circuit of the North** Autodistance event around top of Scotland, with competitive sections E-mail: [dglanderson1@yahoo.co.uk](mailto:dglanderson1@yahoo.co.uk); [www.caledonianmsc.com](http://www.caledonianmsc.com)

### NOVEMBER

**8-11 Rally of the Tests** Classic Rally Association homage to '50s RAC events, with a challenging new route from Torquay via the West Country and Wales to Chester 01633 263366; [www.classicrally.org.uk](http://www.classicrally.org.uk)

For more events or to add your own, go to [www.classicandsportscar.com/diary](http://www.classicandsportscar.com/diary)





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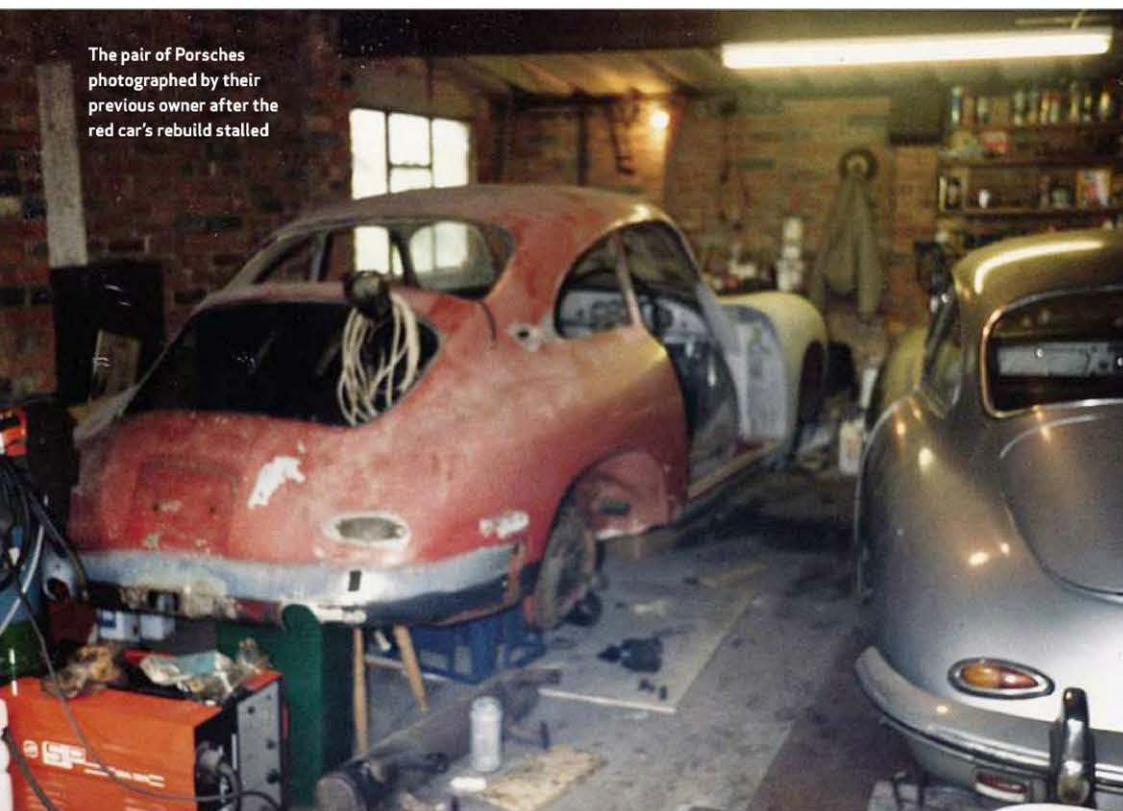
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# PORSCHE SEARCH YIELDS A PAIR

The pair of Porsches photographed by their previous owner after the red car's rebuild stalled



The engine was still on the lifting cable



T5 cleaned up before Harding's collection



Super 90 appears sound but needs work

When looking for a Porsche 356, Simon Harding went to see a 1962 Super 90 in Brighton that had been in the same ownership for nearly 30 years. The car turned out to be very original, bar a colour change from Ivory to silver, but Harding reckoned that it needed restoration despite looking good and having an MoT. When he turned the car

down, the owner asked: "Would you like to see my other Porsche?" That turned out to be a 1959 356 with T5-style body, again original and last taxed in 1977. The car was part-way through a stalled rebuild, started in the early '80s, with the engine out. On the 250-mile drive home, the Hardings decided to buy both cars, and a deal was done.

Early research shows that the Super 90 was supplied by AFN via Blackadder Motor Co of Falkirk in May 1962 to a WH Howatt. It was registered CMS 100, later changed to YMS 77. "It may have enjoyed spirited driving," said Harding, "because it had a replacement engine in December '62 and shows signs of having worn timing gear."

The T5, also right-hand-drive, was originally silver and sold new by AFN to a Mr MacDiarmid. The papers suggest that it was run for a time on diplomatic plates then registered 310 JGW. It stayed in the London area with owner KF Maidment before moving to the coast. Can anyone fill in the gaps? E-mail: mr.toad.jr@gmail.com

## Humber to hit the road

In 1926, Raymond Gilbert of Broadstairs, Kent bought a new Humber 9/20 tourer, registered FN 9851. This handsome four-door remained in regular use with Gilbert until 1953, when he sold it to Colin Carpenter of Sandwich. It is not known how long Carpenter kept the Humber on the road, but the tourer has certainly been in local storage for a very long time, possibly as many as 50 years. On Carpenter's recent death, the 9/20 was put up for auction and was subsequently purchased by Allan Large of Westbury. Although it requires a complete restoration, the Humber only appears to be missing its seat squabs and rear luggage rack.



Humber photographed in the 1950s...



...and on leaving storage after 50 years



Partially stripped cabin of the tatty MG TA



Damage wrought by careless Range Rover

## Déjà vu for Abingdon enthusiast

Among the recent additions to Dover Transport Museum ([www.dovertransportmuseum.org.uk](http://www.dovertransportmuseum.org.uk)) is a battered-looking MG TA, registered DRK 386 in Croydon. The lady owner of this car took it to a local garage for repairs, then never returned to collect it. After some years, the garage took ownership of the MG and it was put outside and covered with a tarpaulin. During

this period, the TA was accidentally backed into by a Range Rover, damaging its front end.

When the garage owner donated the car to the museum, the original owner heard that her car was now on display and paid it a visit, bringing with her the MG's sidescreens! The TA had been missing its gearbox, but a friend of the museum has since donated a replacement.



## Reader find of the month

Send in a 200-word story plus a selection of photographs of your discoveries to the usual C&SC address or e-mail [lost&found.C&SC@haynet.com](mailto:lost&found.C&SC@haynet.com) and you could win £100!



Reader Brad Markham has been out looking for interesting classic cars around High Wycombe – not in Buckinghamshire, however, but in the rather sunnier climes of Perth, Western Australia. “I spotted this collection of rusting Fiat and Lancia cars in a local resident’s yard,” said Markham. “All are in a terrible state and in various levels of completion.

“The owner purchased these classics over a period of time to use as parts cars for his 1969 Fiat 124 Coupé, which he has owned since it was new.” In addition to a trio of 124 Sports – a stripped-bare first-generation ‘AC’ Coupé, along with a pair of quad-headlamp ‘BC’ models – there are two fairly early Lancia Beta 2000 HPE sports-estates. There’s also the remains of an aged pick-up and an unidentified saloon, plus various (very rusty) spares including piles of Cromodora alloy wheels. “This is probably their final resting place,” lamented Markham.

**Clockwise, from right: 124 AC (on right) and BC; early Beta HPE looks very rough; second 124 BC Coupé is more complete**



## Look familiar?

Want to track down a lost love or looking for history on your current classic? Send details and pictures to the p6 address or e-mail your requests to [lost&found.C&SC@haynet.com](mailto:lost&found.C&SC@haynet.com)



### DOES SPECIAL SURVIVE?

Guy Peace would like to hear from anyone who recalls a 1928 Bentley Special that was owned by his father just after WW2. It had a Preston County Borough Council registration, CK 8172. He believes it may be in Switzerland now, but knows no further history. E-mail: [guyguy@hotmail.com](mailto:guyguy@hotmail.com)

### WELL-TRAVELLED TRIUMPH

Neil Roberts of Perth, Western Australia owns a 1967 Triumph TR4A IRS. The previous owner imported it from San Diego, USA two years ago. “I’d love to find out more about this car, which has been around the world to find a loving owner,” said Roberts. It is chassis 67CTC 72543L, engine CT 28436, and body 72467 CT. E-mail: [5383nmr@gmail.com](mailto:5383nmr@gmail.com)



### MUM & DAD’S LOST CARS

Jeffrey Griffey has been looking through his late parents’ albums and is keen to discover the fate of their c1935 Invicta, GW 7573 (above, top), and MG 2 Litre, DTW 330 (pictured new on 21 June ‘36). “They were lucky to drive between the wars,” said Griffey. “There was little traffic and they toured from Land’s End to John O’Groats.” E-mail: [jpggriff@yahoo.co.uk](mailto:jpggriff@yahoo.co.uk)



### MICHAEL WARE

Former curator of the National Motor Museum, Beaulieu. Send submissions to [meware@oakenbrow.demon.co.uk](mailto:meware@oakenbrow.demon.co.uk)

## Italian V8 hybrid heads to Quail

Bill Noon of Symbolic Motor Car Company in La Jolla, California ([www.symbolicmotors.com](http://www.symbolicmotors.com)) has found a rare unrestored Iso Grifo that had been resting for more than 40 years in a garage in Stockton, CA. The car was given its post-discovery debut at The Quail: A Motorsports Gathering in August as part of the Iso celebration.

“I had the privilege of using this car almost every day for nearly two weeks while attending the various other shows, races and auctions on the Monterey peninsula,” said

Noon. “Despite being old, worn and tired, she never missed a beat.”

Chassis GL620028 is Bertone Job No 026, an early Series 1, built in spring 1966 with a special-order 365bhp 327cu in V8. That engine remains, along with the original panels, trim and accessories. “It was sold new to a German client, then purchased by an American in ‘68,” said Noon. “He kept it in Stockton, where we picked it up from his daughter. Her father drove the car until the mid-’70s, when his failing health led to it going into storage.”



Super-stylish Grifo emerged from storage to become one of the stars of Monterey week

## No sun for Mexico

With prices of sporting Mk1 Escorts skyrocketing, dealers Richard and Martin Cummings were delighted to unearth an amazing timewarp example of the super-desirable Mexico.

The one-owner 1973 Ford had been sitting in a garage for 35 years and was very dusty, but the sticker of supplying dealer Johnson’s of Gainsborough could still be seen in the rear screen beneath the grime. Wearing standard steel wheels, the Mexico was surprisingly solid, having been Ziebarted before being put away, and had covered just 17,000 miles from new.

For further details, visit [www.cummingsofbodmin.co.uk](http://www.cummingsofbodmin.co.uk)



# Coachbuilt Bugatti unearthed



Type 40 emerges from store. Right: preserved cabin; T40 in daily use



The discovery of any Bugatti is always exciting, but the timewarp example that dealer Bernard Marreyt of Belgium has recently bought from Charente, France is also, as he describes it: "Deliciously original." The handsome roadster is a 1927 Type 40 that sports a two-seater body with dicky seat built by Gangloff of Colmar, a coach-builder that was closely associated with the Molsheim marque.

No early history of this car is known, but in 1952 the last recorded owner, a young lady of 22, was given the Bugatti by her father.

When she stopped using it, she carefully put the Type 40 away in a spacious barn attached to her house, and there it remained until earlier this year when Marreyt was able to purchase it. "This lovely Type 40 is 100% complete, undamaged and authentic," he said. "The engine, which has matching numbers with the chassis, turns freely. The elegant Gangloff convertible body has a very sound wood frame and panels, the leather is delightfully original

and the dashboard is all correct". The Type 40, of which some 830 examples were made, was the last four-cylinder model offered by the Bugatti factory. For further details, see [www.marreyt-classics.com](http://www.marreyt-classics.com)



## DUSTY SAAB FOR SCRAP

We don't get many submissions from Bosnia and Herzegovina, but Alden Hadzagic of Sarajevo sent in this shot of a Saab 99 Combi Coupé headed: 'Saab no luck'. Hadzagic lamented that, despite being apparently solid after 18 years standing in a garage, it was off to Croatia to be scrapped.



## AUTOMATIC FOR THE PEOPLE

Coventry Transport Museum has added a Hillman Minx Easidrive auto to its collection. 396 CNM was owned by local Betty Taylor and driven regularly until it had engine trouble in 1994. It was put in the garage until she recently moved house; the museum agreed to take the 1960 car to join her late husband's '67 Super Minx estate, which was donated in 1991.

## Climax car sees the light

When Russell Filby became Turner Sports Car Club registrar in 2003, he tried to track down the missing cars. One was MFF 879, the last but one Turner built with a 1220cc Coventry Climax FWE engine and registered in 1962. Unusually, it had Triumph rather than BMC front suspension and at some stage a glassfibre Spridget bonnet had been fitted. The club hadn't heard from owner John McKinnon since '80, but when Filby wrote to him it turned out that he still had it.

The Turner was taken off the road in the '70s after damage to the rear body; it had been in a lock-up ever since. In February, McKinnon's son Jock took ownership and disintegrated it from its home of 40 years. He works on vintage cars for a living, and now plans to restore the Turner.



Turner departs for long-overdue rebuild



Spartan interior of the Turner as found



Desirable Coventry Climax FWE engine

## Mystery Car Competition

Win a bottle of The Balvenie Signature 12 Year Old, a hand-crafted single malt (overseas winners will be offered an alternative prize)



We're going a bit more futuristic this month, but can you tell us anything about this swoopy creation? Send your answers by 1 December to Mystery Car Competition (November) at the p6 address or e-mail [mysterycar.c&sc@haynet.com](mailto:mysterycar.c&sc@haynet.com) with 'November' in the subject line. Please include your full postal address.



## AUGUST'S WINNER

After a couple of lean months, our shot of the 1969 Opel CD 'Gittermodell' got your juices going. Well done to John Fisher and Gerry Barrett for identifying it, but it was between Fran Dowling and Scott Barrett for the prize, with both providing fine submissions detailing the history of this wire-frame, Diplomat-based one-off that inspired the Bitter CD. Dowling just impressed that little bit more, so secures the prize.





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# Mick Walsh

## FROM THE COCKPIT



**M**y sons Joe and Ben know better, but I do seriously try to avoid automotive distractions while we're on holiday. Yet I knew that I'd have to give in somewhere on our fantastic road trip from Golden Gate to Evergreen State. They'd barely arrived and, as we drove up to Colt Tower in San Francisco, I spotted a gorgeous Siata 208S in the mirror. My pleas of, "Take a picture, take a picture!" were scornfully ignored.

Five days later, I was walking out of the Silver Lake Visitors' Centre en route to Mount St Helens and spotted a hot-rodded 1940 Ford rumbling past. "Wonder where he's going?" I thought out loud and, 10 miles up the road, we discovered a hastily made 'Drag Racing Today' sign stuck into the verge.

To my joy, it was a nostalgia event – the Hot Rod Eruption – organised by Billetproof, 'The world's least important car shows.' Riverdale Raceway is a backwater 1/8-mile strip that's rustic and low key. For \$10, we were soon marvelling at the diverse machinery – from a twin-engined rail to wild gassers and hopped-up vintage Model As. The further north you travel on the West Coast, the friendlier the people seem to become – and the Billetproof crowd were typical. So laid-back was the officialdom that it felt like street-racing 1960s style, and I half expected the primer-grey '55 Chevy from *Two-Lane Blacktop* to appear.

This was a refreshing contrast after the glitzy overload of Monterey week. Other than a picket fence, the safety measures were minimal and everything was wonderfully accessible. Many of the runners were taking pals for rides on the strip. The heady aroma of fast-burning, high-octane fuel, torched rubber and hot dogs combined with wild V8 sounds was addictively authentic. One of my favourites was Tom McDonald with his Henry J gasser 'Mister Nasty'. Powered by a Ford 429cu in motor in a self-made 2x3in-tube chassis, it was completed just prior to the event. "I wasn't looking for a Henry J," said McDonald, "but came across it in a local garage in West Seattle. It's all legal and gives about 560bhp. I would have driven it down



McDonald's 7-litre Henry J 'Mr Nasty' gets the jump on Olds wagon at Riverdale Raceway

"I don't care about the times. Just hang on baby," laughs McDonald about his first runs in 'Mr Nasty'



Wiemaraners aren't bothered unless it's a big-block gasser

from Lake Stevens but thought I'd break something at the strip. I don't care about the times. Just hang on baby." He has lots of happy teenage memories of street racing on Golden Gardens in Ballard, Seattle with his first car, a Ford Crown Victoria: "We raced seven days a week, just for shits and grins."

Other highlights included Steve Gilligan's beautiful channelled maroon '32 five-window coupe. "It was bought new in Estacada, outside Portland, and made into a hot rod in '52 by a group of high-school kids," said Gilligan. "It was never painted until I bought it in '08." He thought nothing of the 300-mile drive down from Vancouver, Washington with

buddy Mike Thompson in his highly patinated three-window coupe, which matched anything in Pebble's Preservation class. Thompson pushed it hard on the strip, with spectacular burnouts for every run. "It raced in Georgia between 1957 and '67 and had four different engines, from Pontiac to Dodge," said Thompson from Ridgefield, WA. "We're running a 401 Buick with a four-speed and a '57 Olds rear. It sat in a chicken coop for 40 years until I bought it this year and ran on pavement for the first time since '67 at Fresno. My dream is to race at Bakersfield."

Too soon I remember that we're on holiday and my lads have been very tolerant, but I could have spent all afternoon chatting to this great bunch. The riotous high-horsepower spectacle was the perfect contrast to visiting the dormant volcano at Mount St Helens. It never ceases to amaze me the investment America puts into its roads, and the dead-end Route 504 to the Johnston Ridge Observatory at 4314ft is typical. The smooth surface and flowing bends are a driver's heaven, and unsurprisingly we saw a couple of Ferraris enjoying the run. Nothing prepares you for the scale of the volcanic wipeout.

But if you love epic machinery, there are so many distractions from the breathtaking scenery in Washington. Next time I'll make it to the newly opened LeMay Automotive Museum in Tacoma and the historic hydroplane collection in Seattle, not to mention that Boeing Stearman flight over the Olympic National Park.



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# Alain de Cadenet

INSIDE LINE

**T**he roads leading to and from Carmel Valley and the Monterey area were so awash with classics this summer, you could be forgiven for thinking the clock had turned back 40 years or so. The classic car movement is growing exponentially. The proof is in the pudding. I had a small diversion to the Bonneville salt flats in Utah (more about that later), so I missed the pre-historics at Laguna Seca, but I did make the Carmel Concours run superbly by Doug Freedman and his missus, Genie. It was the biggest turnout yet, with the accent on Porsche and what Americans call Shelby Cobras. We know that they're really AC Cobras, but we don't need a war over nomenclature, do we?

My mate Donald Osborne helps out with the commentary. Keeping up the verbal for hours on end is the trickiest job of all; he doesn't use any notes or references, but manages to quack away all day once fully wound up to keep the show rolling along. This event always attracts transporters of one sort or another, and the 1956 Fiat 306/2 open gantry by Bartoletti on show this year was originally used by Maserati and then bought by Lance Reventlow for his Scarab F1 team (*C&SC*, December 2008). It was left in England and used by Team Lotus in 1961, Shelby American had it at Le Mans, then Alan Mann's GT cars, David Piper's Ferraris, the McQueen *Le Mans* movie, the JCB team and Harley Cluxton's Mirage equipe... Phew! What a star bit of kit, currently restored in Scarab blue and just itching to go racing again. This machine has stories to tell, not all of them printable here I'm sure.

There was no shortage of takers for the Pebble Beach Tour d'Elegance, which proves that enough of the entrants can still be driven a halfway decent distance. It's a popular event: almost a mini-Miglia, with big crowds to watch, cheer and wish they were on it. The more of these things that take place, the more people want to get involved. The 10th The Quail: A Motorsports Gathering was its usual excellent self. One of the honoured marques was Iso Automobili, and designer and former MD Piero

Rivolta was present for a 'Quail Fireside Chat' with Winston Goodfellow, bringing along his 1968 Iso Rivolta. Frightfully smart to turn up in a car with your own name on it, don't you think?

Of course, Quail also means California wines and colossal prawns aplenty – plus sushi, Mexican and various other genres of food that don't distract from more than enough serious cars and motorcycles. The finishing touch was a nest of pukka Cobras that merrily motored over the Laureles Grade from Laguna Seca with a police escort. Pretty cool.

And so to Pebble Beach. It has taken me a full year to get over the 22 GTOs from 2011, but the lawn on the 18th fairway never disappoints. If the Saoutchik-bodied machinery was going to produce a likely Best of Show, the Mercer exhibit provided some delightful kit to my eyes. There's something special about the simple lines of pre-WW1 *bolides*. Just a big lump, heavy gears in a box and a differential out back, with virtually no body. Built entirely for speed from 1910 to 1925, Mercer's golden years were 1911-'15 when the Raceabout was at its zenith. It didn't help when the driving force and funds behind the company, Washington Roebling II, failed to disembark the *Titanic* before it went down in April 1912.

Next to the 1914 French GP Mercedes-Benz from the Collier Collection, and looking quite magnificent, was the equally delicious 1924-specification 2-litre V12 Delage Grand Prix car. Reconstituted without twin blowers as used in 1925, this engine-turned all over survivor was driven on the Tour d'Elegance by Lukas Hüni. Blasting down to Big Sur was a real treat both for him and the spectators. Think about it:



De Cad dreams of heading down to Big Sur in glorious 1924 Delage V12 GP.  
Below: Mercer Raceabout



a 1920s, open-wheeled French Grand Prix car, with a quad-cam V12 and open pipes, on one of the prettiest roads in the world on a sunny day, with crowds and police cheering you along.

Nestled among all of the big-deal machinery, however, was the cyclecar equivalent of a Piper Cub without wings. I know a little about the late abstract expressionist artist Cy Twombly and his inimitable style, but I had never, ever, heard of the Twombly car! This tandem two-seater Model A was originally made in Sharon, Pennsylvania in 1913. It has a water-cooled four-pot motor and an ingenious variable-friction drive to a chain-driven rear end. Pebble was celebrating the centenary of the cyclecar, and Goodwood's arch set-dresser Peter Russell was on point duty beside the car. It's a long way from building vintage-lookalike garages and filling them up with period-correct tools and cars to the mist and kelp of Monterey Bay. But such is the calling, that Peter and his Twombly had to be there. I'm sure that Cy would have approved. 

There's something special about pre-WW1 *bolides*: a big lump, heavy gears and diff, with virtually no body'





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# James Elliott

## MISFIRE

**A**lex Zanardi's recent hand-cycle heroics at the Paralympic Games yet again reminded us that some people are simply made of sterner stuff than the rest of us. And among racing drivers, such mettle seems to be the norm. There must surely already be a Hollywood blockbuster of Zanardi's life in the pipeline and, if there is, the only potential problem is that those who have somehow escaped the media coverage may find the astonishing reality a little too implausible!

While marvelling at the Italian's triumph over adversity, it started me thinking about some others who have similarly conquered their demons (be they physical or mental), or achieved near-superhuman feats of endurance.

Naturally, the first to spring to mind was Archie Scott Brown who, even without Robert Edwards' brilliant book *Archie and The Listers*, would have been remembered for brushing aside his disability to race at the highest level. On home soil, that is, where he was permitted to.

Another manner in which the iron will of racers is often revealed is the inexhaustible reserves of stamina they display. Al Clements and I used to think that our 48-hour, 2000-mile jaunts on Club Triumph's Round Britain Reliability Runs were pretty epic, but we weren't even tugging at the shoelaces of giants.

Not household-name giants, necessarily, but the likes of Eddie Ramsden Hall, the first man to drive the entire 24 Hours of Le Mans solo (in a 4¼-litre Bentley, in 1950); single-driver attempts were later outlawed. He finished eighth overall, by the way, while his co-driver Tom Clarke sat out the entire race. And at last month's Salon Privé, I was over the moon to meet someone who, for me, is one of the great unsung endurance heroes: Dave Degens.

Who? If you haven't heard of him, that may be because he is a motorcyclist (not strictly *C&SC* material, perhaps, but embodying the spirit I am referring to). Degens was the man who took over Dresda – if you are wondering, the name is based on the founders' names and doesn't actually mean anything – in Putney Bridge Road and

introduced the all-conquering café racer Triton – Triumph engine, Norton frame.

He explains: "We went there a few times and just turned up one day when they were having an almighty row, refusing to work with each other any more. We ended up buying the business on the spot, lock, stock and barrel."

Degens also pioneered box-section rear swing-arms to accommodate wider rear race tyres – first used on a Yamaha in 1967 – and is still a tirelessly busy engineer. But he was also an accomplished and successful racer, with a Red-X championship and a Thruxton 500 Mile race under his belt. Yet it is for his two wins in Barcelona that he should be forever remembered.

They came in 1965 and 1970, in the 24-hour races on the Montjuïc street circuit. Degens admits to being rather piqued at the lack of coverage in the UK press for his first win, but for them, like me, I suspect it was the second that stood out.

This was because Degens didn't just ride solo for the 24 hours of the race, but also rode

*'The iron will of racers is often revealed in the inexhaustible reserves of stamina that they display'*

his 'bike from Paris to Spain to arrive moments before the start, then rode home again straight after. He scoffs at the suggestion that this was in any way heroic: "It wasn't planned, it was just a necessity because the 'bike wasn't ready in time. Good thing, too, because the trip down revealed a weeping oil tank that I could then fix."

"In 1965 I won it on a Triton, but by 1970 Norton stuff was getting thin on the ground and my 'bike was substantially different, including the brakes, for which I used four leading shoes on each side [!], and a 650 Triumph motor."

"No one gave me a hope because Gus Kuhn had the Commando engine and a great team including a young rider called Barry Sheene. They said 'Don't bother Dave, we're going to win everything,' but they didn't know the secret of endurance racing. I'd just keep pushing Barry so he was going quicker than he should, while I was cutting the revs back to 5-5500rpm until 18 hours when you take it away. There was a bit more publicity in 1970 so I was happy!"

To see Degens with the very 'bike on which he achieved this feat was something special.



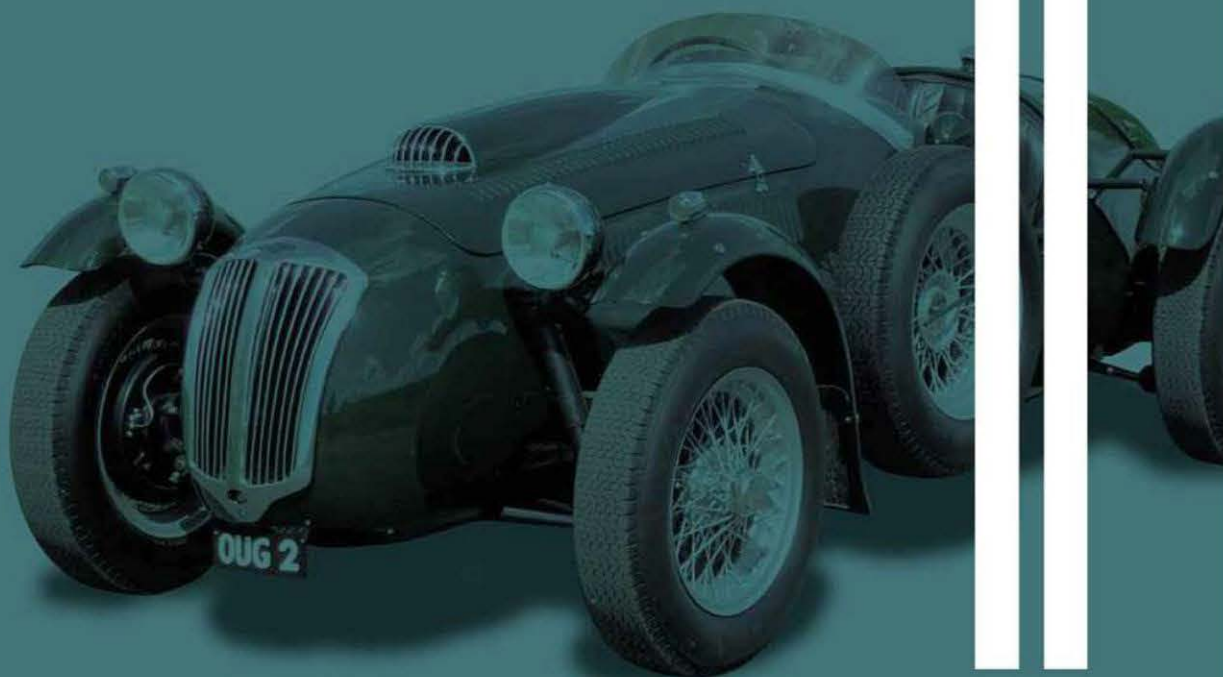
Dave Degens (top) aboard his Barcelona-winning Dresda from 1970 and (above) richly deserved press coverage of his 24-hour solo marathon



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For the Classic Collector





# Simon Taylor

## FULL THROTTLE

**T**he week of automobile worship that happens each August across California's Monterey peninsula is unlike any other old-car event on the planet. You can read elsewhere the stories from this year's main attractions – the pivotal Pebble Beach Concours d'Elegance, the Tour d'Elegance, the wonderful weekend of historic racing on the tough and hilly Laguna Seca road course, the chi-chi parties at The Quail Lodge and the Casa Palmero.

But that barely covers half of it. For a start there are the auctions, a whole slew of them. Watching other people spending millions is always good spectator sport. At Gooding & Co on the Sunday night I saw somebody put up their hand to buy the Mercedes 540K von Krieger Special Roadster for a sum that, with premium, translates to just about seven and a half million quid.

The night before, Gooding sold four glorious Ferraris from a recently deceased collector for a total of nearly £14million. His son told me next day that he was sad to see them go, but conceded: "We got ourselves a bunch of dollars. And we kept back a couple of Dad's Ferraris to enjoy."

Mecum, which passed some 700 cars over the block during three days of hard selling, does it the traditional American way, with its auctioneers spouting that hysterical brand of cattle-market gabble that anyone born east of Boston cannot decipher. It specialises in US muscle cars, but this year had more upmarket machines, too: such as the Penske Can-Am Porsche 917/10, which had its own 100-page hardback catalogue. It went for £3.5million.

RM Auctions sold a Ford GT40 for a shade over £7million. It had fine JW Automotive racing history, although most of the audience seemed more impressed that it had been used, with its roof cut off, as a camera car in the Steve McQueen film *Le Mans*.

Afterwards, RM proudly claimed that this Ford was the most expensive American car ever sold at auction. Perhaps they don't know that GT40s were built in Slough, Berks.

Then there are all sorts of satellite gatherings, such as Concorso Italiano – this year celebrating

the cars of Bertone – and various rallies and runs. On the Wednesday I dropped in to the Little Car Show on the streets of downtown Pacific Grove. This is not the smartest area of Monterey, but I was rewarded with an entertaining assembly of automotive eccentricity. Cars parked at the kerb that caught my eye included a Peel Trident, tiny anywhere but really tiny in America; an immaculate left-hand-drive Austin A40 Devon; a DKW Sonderklasse, rare now even in Germany; and a Berkeley, the original 328cc four-wheel model, which had been treated to an exacting Pebble Beach-standard restoration. Indigenous contributions included a couple of Crosleys and a charming American Austin Bantam, which is the version of our own Austin Seven made in Butler,



Flawless Berkeley had Pebble-standard restoration

*'It was charmingly informal and, most unusually for anything in Monterey in August, it was free'*

Pennsylvania in the 1930s.

The American idea of 'little' is different from ours in Europe, so also on show were an Elva Courier and a Daimler SP250. Anything British carried kudos – such as one of those lilac Morris Minors from the post-one million production batch. A smart MG TC reminded us that it was this model that kicked off the post-war American craze for British sports cars. The whole event was charmingly informal and – most unusually for anything in Monterey in mid-August – it was free. It made a nice counterpoint to the high fashion and glitz of Pebble Beach, where a simple spectator ticket will set you back \$250, or to the serious high-end campaigning at Laguna Seca, where the Cobra-only race had a grid of 39 cars.

But after several visits to this massive extravaganza, I've more or less learned the ropes. For example, I know not to stay in Monterey, where even the shabbier motels double or treble their



Austin Bantam had disc wheels and sharper styling than its UK counterpart

prices for the week. I drive half an hour inland and stay in Salinas, the birthplace of the great American novelist John Steinbeck. In this now fairly nondescript town a night in a sixty-buck motel still costs \$60. And there's free coffee in the lobby for the good ol' long-distance truckers who make up most of the clientele. For the Monterey peninsula in the third week in August, that's a definite class win.



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# Martin Buckley

## BACKFIRE

**A** worrying fascination with bubble cars was satisfied last month when I got my first drive in a BMW Isetta. I am now cured, which is a relief, but it was an interesting experience. Hopping along in this egg-shaped two-seater on wheelbarrow-sized wheels lived up (or is that down?) to expectations, in that it felt different to anything else I have ever steered. It had no performance or refinement aspirations, and a surprisingly good gearchange, but felt as if it may fall over if an acute U-turn was attempted and was terrifying even in the grounds of a country house. What it was like on main roads *en route* to our location I shudder to imagine; even bigger respect to owner Jane Weitzmann for bringing it under its own steam to our Iso photoshoot.

The point is that the Isetta was one ticked off the list, and I can see why people love them. Pompous, self-important arses should be made to drive around in them because you can't take yourself seriously in one, and neither can anyone else judging by the hoots of laughter from the Iso owners as they watched me heave my bulk in through the door and behind the wheel.

All of this got me thinking about the other allegedly rubbish cars I would like to drive – a sort of pervy museum of stuff you don't admit to liking unless you have a column in a major classic car magazine. There would be a Moskvich in there, of course. One of the first cars I can remember in any detail is my dad's 412 van (I think I mentioned it last month and probably lots of other times). I spent hours on imaginary adventures behind the wheel of that thing, smashing through roadblocks, forcing cars off the road with my best Simon Templar face... but 40 years on I still don't know what that poo-brown light commercial was like to drive. Probably terrible by all accounts (although Dad liked it), but I want to find out for myself.

Something BMC? At shows these days I find myself gravitating towards Austin Metropolitans and whispering shamefully to whoever is with me, "I think I quite like these" – as if a J Edgar Hoover-type classic-car FBI man might arrest

me if I said it out loud. Other than a Mercedes Pagoda, a Metropolitan is the only car my mum ever lusted after and she still talks about wanting one today. Again, I really fancy a go. Another recent British-car fetish has been for the Wolseley 6/80 and there now seems a real possibility that I might own one. It could be that, like many such vehicles, the Wolseley is best left in the imagination as a car I recall from watching police TV on rainy afternoons in the 1970s: *Edgar Wallace Mysteries*, *Scales of Justice* and *The Long Arm*. But I'm unlikely

to be able to resist the car in question when it comes up for grabs.

A Bond Bug is also on the list after reading Mike McCarthy's great feature in an early issue of *C&SC*

(June 1987). I know that Mike loved his Ferraris, and still does, but I always relished him writing about Standard Vanguard and the like.

A really bad American car would certainly take its place in this bunker of automotive shame, but there are so many to choose from. I've developed a strange interest in '70s Yank poverty cars such as Pintos, Vegas and Mavericks; they seem a cynical low-point – cars that truly profited by not overestimating the intelligence of the American public, to paraphrase someone – and I can't help being drawn to their abject awfulness. Not big enough to be impressive or small enough to be handy, they were usually powered by wheezing 'sixes' yet were not even notably economical. They are alluring because they are cars that nobody wants to write or talk about any more, and for me that makes them a deliciously uncomfortable moment in history. I feel a feature coming on...

In European terms, Volkswagen K70s and 411s conjure the same thoughts. I mean, how rubbish are they really? Does anyone love them now? They probably do: at Classics on the Common, I was delighted to see someone cherishing a Chrysler 2-litre: as in the mating game, there is someone out there for every car.

Luckily for my future career, there are many more edifying old cars that I still have an ambition to drive. Any gas-turbine would be fun and I'd love to drive the 300SLR Uhlenhaut coupé or a Lancia D50. There are cars I've sampled but would love to revisit, too, such as the Mercedes C111, a Tucker or a supercharged Cord. Funnily enough, the only Bugatti I have ever piloted is a Royale, which possibly brings us full circle: about equal with a Duesenberg, it has to be one of the worst cars I've ever driven.

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### Off-roader respects hardy backsides

With regards to your story on Jeeps in the desert (*C&SC*, August), first as a Jeep driver, I pay my respects to anyone who drives long distances in these wonderful runabouts. In London it is fine: the commanding driving position and nippy, kart-like steering make it a hoot, plus it is probably the most easily recognised vehicle in the world, which gets you waves and wonderful comments from all ages, kids to pensioners.

My longest journey was driving home after I bought it in Shropshire, which was fun but so uncomfortable, the seats being unsuspended and having only a couple of centimetres of padding. Furthermore, because the suspension is unforgiving – as befits a military off-roader – it is tough on the bum. It was particularly useful in the winter snows, as the photograph shows: unlike many London cars, it never gets stuck.

'Jeep Bum/Arse' is a recognised medical condition that afflicted drivers during WW2, a sort of abscess in the buttock cleft. The Jeep also has the least-comfortable rear seat of any vehicle I have ever travelled in, it being directly over the rear axle, with no foot trough for the legs. How did your correspondent manage in the desert? With the tilt up, tall drivers are constantly battered on the head by flapping canvas at any speed over 30mph.

Regarding the driving position, mine has the 'FB' modification, which angles the front seat-back slightly so that the modern man of a certain

size and age can actually fit into the driving seat without the steering wheel against his chest. I suspect that 20-year olds in 1939 were somewhat smaller. Did your desert Jeeps have this modification? 'FB' stands for fat b\*\*\*\*\*d, by the way.

Secondly, I was fascinated to read of the trail being marked by the wrecked Chevrolet trucks of the Sudan Defence Force, because my father was a Royal Marine officer seconded to the SDF in '38 and spent his early war years commanding a Motor Machine Gun Battalion of brave and fierce Nuba soldiers. They drove Chevrolets and he said that they were much better, tougher and more reliable than the Ford and Morris trucks that they had replaced.

He was not terribly complimentary about Jeeps, either, but then, as the enclosed photograph shows, he was a big man. He took part in the Battle of Keren Pass in Eritrea, but was awarded the Croix de Guerre, supporting the French Foreign Legion, which might have been at Bir Hakim, so it is tempting to think that one of the trucks may have been his. I had a picture of one of them but, apart from having sent it to a military vehicle magazine some years ago, I am afraid I cannot find it. The photo of him with the Jeep shows him in Lympstone, Devon – where the Commando training school is, which he subsequently



Clockwise, from above: Powell Jnr's Jeep, ideal in the snow; maligned SDF Morris truck; Powell Snr with Jeep in 1944



commanded – in winter 1944, just before he was sent to command Royal Marines in Holland. The eagle-eyed will notice that the Jeep has unequal tyres: road rubber on the back and cross-country on the front, which must have made for interesting roadholding. Perhaps, domestic Jeeps had to make do?

The SDF was a recognised route for officers with poor budgetary control because, once out there, there was nothing to spend the extra pay on – ideal for someone with an

overdraft. Part of the reason for his financial straits was his penchant for cars. He and his brother kept a log of those they owned, and what it cost them. My father liked Roesch Talbots, but my uncle preferred Cricklewood Bentleys, which could be picked up for £40. The worst was a handsome but flawed Lea-Francis six-cylinder, which had to have a spare axle and a bicycle in the back.

**Michael Powell**  
London

### Ace in the pack

I read with interest Malcolm McKay's *Buyer's guide* to the TVR Chimaera in the September edition. It struck me that the often-overlooked (probably because there are so few) AC 'Brooklands' Ace would be a closer comparison to the suggested alternatives of MG RV8 and BMW M Roadster.

While only 48 or so Aces were produced by AC Cars at the Brooklands factory between 1993 and '96, these were hand-made, as was the TVR. It also relied on a large V8 to provide the thrills, so giving a comparable alternative – if rather more GT than Sport.

The price bracket is not dissimilar at present, with Aces available from £14-26k. It seems that the Ace still has a way to go before achieving the classic status of other ACs,



Goose reckons Ace deserves more praise

but may be of interest as a package. The chassis, by Len Bailey of Ford GT40 fame, is Chromweld stainless steel, so should last forever. The body was by International Automotive Design (who did the Mazda MX-5) and made largely of aluminium. The mechanicals were Ford US (Mustang), as the MkIV Cobra, and like the Chimaera the electricals were by Ford UK.

**David Goose**  
Via e-mail

### MoT traumas

I fully endorse the views of Garth Dawes (*Letters*, September) regarding the MoT exemption for pre-'60 vehicles. When I first read of this news, I would have been less surprised if my Lotus twin-cam engine became oil-tight!

Much as I would support sympathetic legislation for classic cars, surely this is an ignition advance too far, with potential unfortunate consequences. I consider myself to be a skilled amateur engineer, more familiar with my own classic than with my own beloved mother, but nevertheless welcome a second opinion on my car's safety condition by a competent professional.

Fifty-odd quid on the running costs (with free road tax) is hardly an issue. Indeed, quite recently, my trusted and enthusiastic village

garage MoT man picked up a loose ball-joint attachment I had missed; worth the entrance money alone.

Okay, I can continue to pay for such an annual inspection voluntarily, but many others will not, and similar faults may go unnoticed until it is too late. Much as I would hate to discourage the mindset behind this legislation, I really think that this particular relaxation should be repealed.

On the same *Letters* page, Simon Klein requests vehicle underside shots when an article renders this to be appropriate, a plea that I also made in a published letter (January 2007), alas without result. Come, gentlemen, it can't be difficult for the likes of Tony Baker.

In the meantime, keep up the excellent work and original articles.

**Dave Massey**  
Dereham, Norfolk



## Hands off, EU!

I am rarely moved to write in a 'disturbed of Chorley'-type way, but the pointless proposal affecting modified classics (*News*, October) from the even more pointless 'rules to keep themselves in a job' brigade in Brussels hits the spot. Really? Modified classics are a cause for concern in today's world?

Ignoring the environmental efficiency of a classic due to the good sense in not creating a new car, why is the world looking at old technology that creates emissions – if you subscribe to the less-than-compelling evidence that they contribute to environmental destruction – whose effect is *de minimis* at worst?

Surely the resource should be spent on future tech such as hydrogen, leaving old cars to be enjoyed by all and serve as a happy mobile history lesson? God forbid Europe could be a driving force in achieving progress, rather than stifling it?

Still, we could all drive Audi A6s and wonder where the progress is over an NSU... See the door lights? I knew that was real innovation.

**Richard Dawson-Gerrard**

Via e-mail

## BL Down Under

I've just got the August issue and enjoyed the article on Wolseley, especially the 2200. You don't know how well off you were: Australia had to put up with the Kimberley/Tasman X6 twins, the six-cylinder (2.6-litre) Marina and, to top it off, the Leyland P76. In all honesty, I did like the shape of the P76 but the Marina was a hideous bodge and the best part of my Kimberley was the smooth Australian-designed 'six' coupled with the Borg-Warner three-speed auto. The car was no looker because the doors from an 1800 were used.

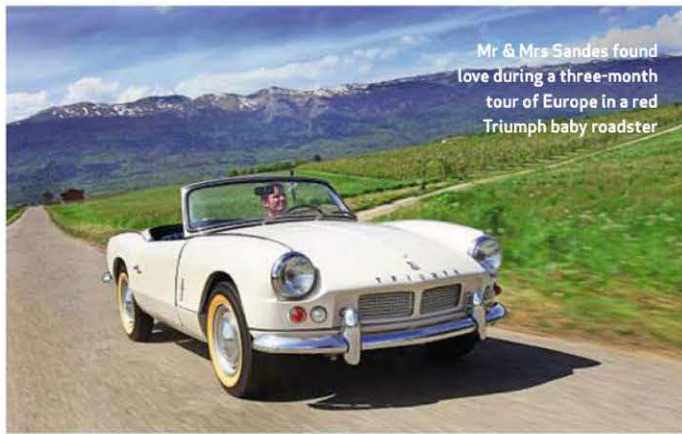
The Kimberley was roomy and drove well, so it was a pity that we couldn't have waited for the wedge shape, which looked fantastic. The Kimberley and Tasman range were dropped for the P76 in 1973.

**Richard Fulwood**

Via e-mail



Kimberley in NE Victoria, August 1980



Mr & Mrs Sandes found love during a three-month tour of Europe in a red Triumph baby roadster

## Spitfire romance

Your Triumph Spitfire article (*C&SC*, August) brought back memories of my Mk1, BVD 893C. In 1973, I quit my first job, lured my girlfriend back from Australia and embarked on a 9000-mile trip around Europe. A box bolted to the luggage rack held all of our camping stuff, but, due to the risk of theft, we kept the hard-top on. I had rebuilt the engine, and Hillthorne Engineering lightened and balanced the crank, conrods and flywheel, plus skimmed the head for a slight compression ratio boost. The valve springs were uprated, the head ported and the combustion chambers smoothed. Net effect: a free-revving engine that could run flat-out when required.

Our travels took us through west France and Andorra to Algeciras, where we had aspirations of crossing to Morocco, traversing Algeria and Tunisia and getting a boat to Sicily. Judging by the other hardcore travellers in their overland vehicles at the dock, we realised that this was folly in the Spit, so instead made our way up the east coast of Spain, around the south of France, and down via the west coast of Italy to Sicily, where I ceremoniously fried an egg on the bonnet!

Then we drove up to Brindisi, shipped the car to Corfu and thence through northern Greece down to Istanbul. By then the car was getting rattly, so we headed back via Yugoslavia and Switzerland, changing the brake pads in the snows of the Bernina Pass. In three months, the exhaust fixings came adrift occasionally, the carbs needed cleaning out from dirty fuel, and the clutch slave cylinder failed in Paris. Once home, I replaced various suspension parts, re-shod the car and carried on driving. The trip was done with no breakdown cover or health insurance... and I eventually married the girlfriend.

**Pete Sandes**

Winchester, Hampshire

## A real desert rat

The story worth the cover price of the August issue alone was the epic desert trip in two WW2 Jeeps. In case anyone thinks that the Americans helped us win in this theatre of the war, as Hollywood has depicted them helping us win everywhere else, perhaps I could add a few snippets from the horse's mouth?

Forget that black-and-white TV series starring a load of Yanks blasting around the desert in Jeeps – what was it, *Rat Patrol*? Well done, but historical tosh. How do I know? Because George Wright, a fellow committee member of the Institute of Municipal Transport, was there. I knew him as a rotund, quietly spoken transport manager of a London borough, where he'd looked after a fleet of dustcarts.

One day, during a boring meeting, we got on to the subject of the war. He mentioned that he was "Out in the desert" – typical understatement: he had been a founder member of the Long Range Desert Group and was there when the 4x2 Chevy WA truck that is now in the Science Museum was bought. George said that the LRDG was so far detached from military authorities that members were often sent into Cairo to buy what they needed rather than wait for it to arrive via official channels. George and his muckers were dismissive of Jeeps, suggesting that a decent 4x2 with suitable rubber was just as good.

George was later invited by the Greek government to a commemoration of the country's liberation, which involved him being landed by Breeches Buoy from a destroyer. He was well into his 80s at the time! When I asked why, he said it was the island he landed on covertly during the war. No Americans were involved in the operation, but if they ever make a film of George's life, what are the odds that he'll be played by Bruce 'The Vest' Willis?

**Malcolm Bates**

Bedfordshire

## Pedant of the month

Pedant of the month wins an exclusive *C&SC* baseball cap. Send your observations to [letters.c&sc@haynet.com](mailto:letters.c&sc@haynet.com)



In the July issue, the Jaguar XK120 *One you can buy* advised that the engine had: 'A light coating of oil and some silicon sealer under the inlet-cam cover.' Because silicon is brittle and prone to chipping, I'm surprised there was only a light film of oil! Silicone, on the other hand, is flexible with high temperature resistance. I know which one I would choose to seal mating faces in the engine area.

**Michael Fines-Allin**

## Comments and clarifications

Please would you stop mistaking the Brooklands Society for Brooklands Museum (*Lost & found*, October). There is not – and there never has been – any formal connection between Brooklands Museum Trust and the Brooklands Society. The late Alan Burnard generously left his '27 Delage GP car to the Museum, not to the Society. So please keep writing about Brooklands, but get the right organisation.

**Allan Winn**

At the risk of being an almighty anorak, it's worth mentioning that former Lotus engineer Roger Becker was behind the wheel for the chase scenes in *The Spy Who Loved Me* (*Top ten*, September). Becker had gone to oversee the car during filming, and was pressed into service when the stunt driver refused to pilot the Esprit beneath a hovering helicopter.

**Christopher Sawyer**

Regarding the *Top Ten* James Bond cars, the scene with the Aston Martin DBS rolling in *Casino Royale* wasn't set in Monaco, it was Montenegro.

**Chris Browes**





# SILVERSTONE

## —AUCTIONS—



1968 Morris Mini Police Cooper S Estimate (£): 18,000 - 22,000

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CLASSIC CARS >> MOTORBIKES >> AUTOMOBILIA









From far left: *Raining Champion*, Phil Hill's Ferrari 250 Testa Rossa roars to victory during wet night at the '58 Le Mans; Birkin Bentley Blower on Brooklands banking; *Two of a kind*, with Spitfires. Below: maestro Moss' 250F in *An Italian Affair*

## John Ketchell

Racing inspires GT40-loving Lancastrian

One glance at John Ketchell's spectacular paintings and it's clear from his Impressionist style that speed motivates him. "I'll paint anything that moves," he explains. "I've done speedboats, aircraft and horses in a polo-themed series, but cars are my first love." When he's lost for an idea, there's a GT40 replica in the garage: "It's on open pipes and the neighbours aren't keen when I fire it up on Sunday mornings, but the Lancashire and Cheshire roads are great. I enjoy taking it to Oulton Park, my favourite track."

Ketchell has always been mad about motors: "I'd look for pictures in papers and magazines. The GP Talbot-Lago was an early favourite." A talent for drawing developed and Ketchell eventually went to art school in Preston to study graphics. There he'd regularly sketch interesting vehicles in the car park, and subsequently worked as an illustrator. Following ad agency jobs, he switched to stop-frame animation: "I'd continued to draw and had done paintings for local shows. With the development of computers, though, I became discouraged and decided to start painting full time. My wife was very supportive."

He began with photo-realism, but quickly found it frustrating: "I was a fan of the French Impressionists, and thought that it would be a good direction to capture speed."

Acrylics suited his new style, and his vivid studies of histories were soon in demand: "Jim Clark was my hero, and the 1960s and the '30s are my favourite periods. The shape of the subjects is a key factor and the big sports-prototypes such as the 917, T70 and GT40 have always excited me. The balance of danger

against speed of the Silver Arrows – particularly the Auto Unions – is also part of the appeal."

Many artists would be intimidated by the prospect of depicting a wet race, but not Ketchell: "There's something about racing in the rain or at night, or both together. I love the atmosphere with the spray and reflections from the lights. When possible, I work on a big scale and have recently completed a series of 4ft-square commissions."

Ketchell owned a string of classic sports cars before the Gulf-liveried GTD40, including Porsche 911s and a Jaguar E-type 4.2: "I'll never forget driving it at night at 140mph on a deserted motorway. The lights were hopeless and seemed to point at the sky." He also enjoys updating the spec of his GTD40: "That's all part of the fun. We're on the third engine and it now has a 440bhp 5.7-litre V8." Little wonder his paintings are so dramatic. **MW**

See more of Ketchell's work at [www.historicarart.net](http://www.historicarart.net) or for commissions call him directly on 01772 743654



Right: Alessandro Cagno's Itala en route to victory on 1906 Targa Florio in *Dust Up*. Below: *Full Throttle*, featuring gorgeous Ferrari P3; *Against All Odds*, Jim Clark's winning Lotus 38 at '65 Indianapolis 500







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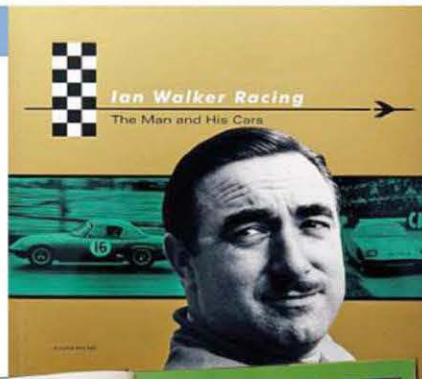
## BOOK OF THE MONTH

## IAN WALKER RACING

We always knew that *C&SC* senior contributor Julian Balme's first book would be special, and so it has proved. The graphic designer's background is clear in the stylish layout and fantastic use of images – most of them previously unpublished, with plenty of period colour. These draw you into the story of a charismatic war hero, rally ace, driver, dealer, tuner, manager, modelmaker and manufacturer; even if you've never heard of Walker before, you'll be hooked by Balme's enthusiasm.

After a brief introductory history, the chapters are split into strands of a fascinating career that stretched into various areas of the automotive industry, most famously by running what was generally acknowledged to be the Lotus 'B-team' with star drivers including Clark, Hill and Stewart.

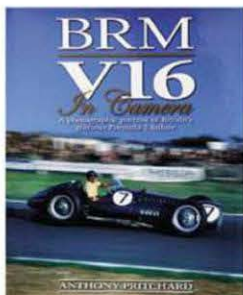
The text would have benefited from an eagle-eyed proof-reader, but that's to take nothing away from an entertaining read packed with quotes from family, friends and rivals. There are also race results, programmes and snippets from Walker's scrapbooks, plus a 'where are they now' of the cars; Balme wanted this to be a definitive work. It isn't cheap, but it is richly printed and superbly presented in Coterie's familiar square format, with green fabric case. **AC** £75 Julian Balme, Coterie Press. ISBN 978 1 902351 476



## Speed

This stylish catalogue is perfect for those who missed the superb exhibition at the Utah Museum of Fine Arts. Curator Ken Gross has compiled the absorbing

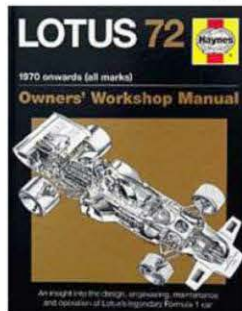
histories of the 19 exhibits, ranging from Barney Oldfield's Peerless Green Dragon to a Shelby Daytona Cobra. All of the machines get the full studio treatment by photographer Peter Harbolt, and not surprisingly there's a strong Bonneville and record-breaking theme to the collection. Centre stage in the display, and star cars of this 142-page landscape work, are the Mormon Meteors. **MW** \$25 Ken Gross, Stance & Speed. ISBN 978 0 9830606 97 (via UMFA shop: 001 801 581 7332)



## BRM V16

As befits the latest in the *In Camera* series, the photos throughout this book are superb, from the V16's early development to its last competitive outings. The technical aspects of the car are covered in detail, as are its race results, so it will prove

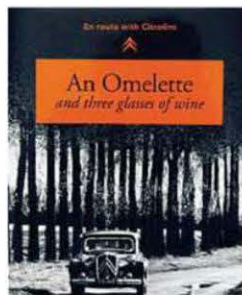
invaluable as a reference. Although the V16 project was indeed a failure, the tone is rather spoiled by author Pritchard's sustained attacks on Raymond Mays and Peter Berthon, especially in a bizarre and irrelevant panel on the former's private life. **JP** £60 Anthony Pritchard, Haynes. ISBN 978 0 85733 235 6



## Lotus 72

Ever since Haynes boldly departed from its stock-in-trade with a hugely successful manual for the human body, we've relished each new release. And this one is no different. After all, if only owners of 72s bought it, Haynes would sell fewer than

10 copies! But the all-conquering 72 has a huge fanbase beyond those lucky few, and Ian Wagstaff's easy-to-digest overview is a fine tribute to the car that propelled Rindt, Fittipaldi, Peterson and Ickx to so many victories. Every bookshelf needs this. **JE** £21.99 Ian Wagstaff, Haynes. ISBN 978 0 85733 127 4



## An Omelette and three glasses of wine

This is the delightful record of Andrew Brodie's adventures with Citroëns, mostly written by late cohort

Phil Llewellyn. His compelling words – infused with brilliant research – confirm him as the much-missed king of the travelogue. The lavish 144-page hardback also showcases Martyn Goddard's fine photos. **DE** £39.50 Andrew Brodie, Yellow Chevron Publishing. ISBN 978 0 9573441 05 (see [www.brodie.cc](http://www.brodie.cc))

## COOL AND THE GANG

*The Cool 500* is yet another car list. Marketed under the *TopGear* brand, it is very much a picture book with extended captions.

Author Matt Master breaks down the listing by era, with the majority of the machines from the '60s to the present. The photos are the strongest element. Wait to snap it up in a bargain book store and it's ideal for an enthusiastic youngster. **E25** BBC. ISBN 978 1 84 9901 390

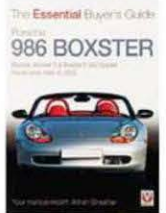


## NEW ESSENTIAL GUIDES

If our Boxster feature has inspired you, two additions to Veloce's handy series will help you to avoid buying a pup.

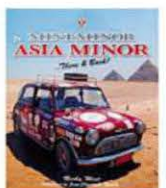
Author Adrian Streater covers the 986 and '04-on 987 (plus Cayman) in fine detail, from a '15-minute

evaluation' to full inspection. **E9.99 each** ISBN 978 1 845844 233/978 1 845844 240



## MINI-MINOR TO ASIA MINOR

There's been a rush of epic classic drives recently, and this one charts Nicky West's charity challenge across 10 countries to the pyramids (*Your classic*, Oct). The book covers everything from car preparation to crossing the scorching deserts, and all proceeds go to the Willow Foundation. **E15.99** Veloce. ISBN 978 1 845843 61 8



## PRE-WAR ALFA TESTS

The latest Brooklands Books compilation of magazine features focuses on the pre-war years at Alfa Romeo. The 340-page paperback covers a vast range, from contemporary road tests to classic-car magazine stories. At times the photo reproduction is rather poor considering the hefty price. **E39.95** ISBN 978 1 85520 947 3





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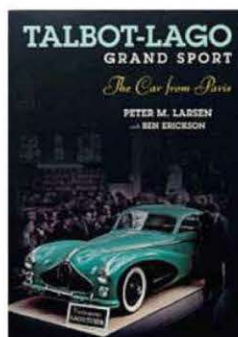
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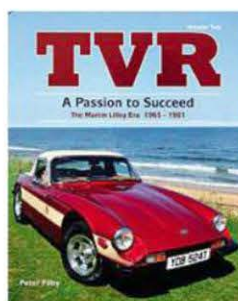
## BOOKS



## Talbot-Lago Grand Sport

Few specialist histories can match the thoroughness of this twin-volume work. Author Peter Larsen has owned two Grand Sports, which partly inspired his dedicated research into these glamorous models. The first book presents the background, with a review of the Talbot firm, key figures and the coachbuilders, then the second 650-pager covers the individual histories of each chassis. The

range of coachwork is diverse, while the sagas of each car make for absorbing reading. No stone has been left unturned in the authors' investigation, and there's an amazing range of photographs. Just 600 copies of this remarkable effort will be produced, making the perfect companion to Pierre Abellon's Talbot-Lago racing history. **MW** £225 Peter Larsen & Ben Erickson, Dalton Watson. ISBN 978 185443247 6



## TVR: A Passion to Succeed

We loved Peter Filby's early history of the Blackpool marque, but if anything this second volume – *The Martin Lilley Era 1965-1981* – was even more hotly anticipated. And it doesn't disappoint. The 480-page slipcase hardback covers all of the major models – in particular the M-series and 'wedge' – plus obscurities such as the Zante, Trident and Tina. It's

packed with great images, many clearly from the Lilley collection, and the text has been impressively researched. It looks fair value, too. The only problem is knowing that there's a wait for '1982 to 2006', because Filby is concentrating on *TVR in Competition* next. Recommended. **AC** £60 Peter Filby, Autocraft Books. ISBN 9780 9545729 21

## CLASSIC MOVIE OF THE MONTH

Motoring moments from big and small screens

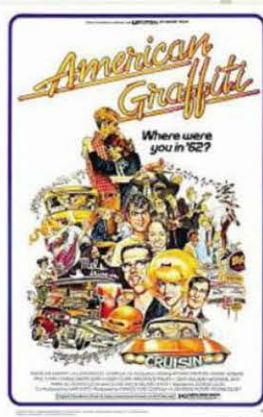
### American Graffiti

Inspired by his own adolescent years, George Lucas' 1973 classic confounded the industry moguls when it grossed millions and garnered two Oscar nominations. Set in 1962, the film launched several young talents including Richard Dreyfus, Ron Howard, Candy Clark and Harrison Ford.

Shot on a tight budget in just 29 days, the film focuses on two teens' last night in their home town before leaving for college. Through to the dawn, they revisit nostalgic locations including a drive-in, local cruise and street-racing. Cars and music are key to this much-imitated movie, which brilliantly mixes the humour and sadness of the twilight of youth.

Star cars are John Milner's yellow '32 Ford 'piss-yellow coupe', a '58 Chevrolet Impala and a white '56 Thunderbird, while Ford's drag-racing '55 would later reappear in *Two-Lane Blacktop*.

A teenaged Lucas and friends used to cruise around Modesto, but the film was shot in Petaluma and San Rafael, both timewarp towns situated north of San Francisco. Sadly, the famous location of Mel's Drive In has since been demolished. **MW**







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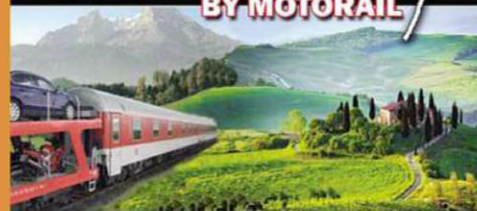
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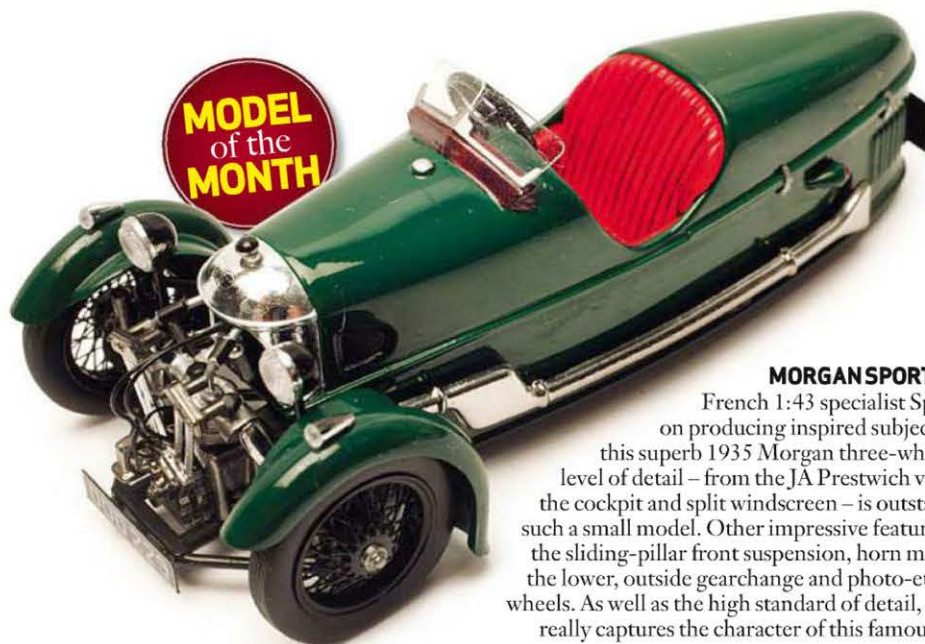
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**MODEL  
of the  
MONTH**



**MORGANSPORTS £54.99**

French 1:43 specialist Spark keeps on producing inspired subjects, such as this superb 1935 Morgan three-wheeler. The level of detail – from the JA Prestwich vee-twin to the cockpit and split windscreen – is outstanding for such a small model. Other impressive features include the sliding-pillar front suspension, horn mounted on the lower, outside gearchange and photo-etched wire wheels. As well as the high standard of detail, the model really captures the character of this famous cyclecar.



Fine detail includes well-equipped cabin...



...plus gearlever and photo-etched wires

**1:43**

- 2** Schuco's ex-James Dean Porsche 550 Spyder 'Little Bastard', £80.99
- 3** Lansdowne's lovely 1958 Hillman Husky Series 1, £74.99
- 4** Minichamps' Ford Fiesta XR2, £37.99
- 5** Minichamps' Peugeot 304, £37.99
- 6** Vitesse's Fiat 124 Spider, £26.99
- 7** Minichamps' Ford Escort RS2000, £37.99
- 8** TrueScale's Chevrolet Impala Sport Sedan, £66.99
- 9** Spark's MG Midget MkIII, £54.99
- 10** Brooklin's Packard Patrician four-door sedan, £74.99
- 11** Spark's Jaguar XK140 fixed-head coupé, £54.99
- 12** Spark's ex-Ronnie Peterson Lotus 74, £54.99



**1:18**

- 1** AutoArt Signature's Jaguar E-type Series 1 roadster, also available in silver or cream, £194.99

Unless stated, all featured items are available from St Martins Models: 10% discount for orders from C&SC readers quoting 'CS1112' (08448 878888; [www.diecastlegends.com](http://www.diecastlegends.com))

## Swapmeet diary

**7 October** The Prestwood Centre, Stafford Showground, Weston Road. 250 stands, 10:30am, £3. BP Fairs 01604 770025;

[www.barrypotterfairs.com](http://www.barrypotterfairs.com)  
**7 October** Kempton Park Racecourse, Sunbury-on-Thames, Middlesex. 200 tables, 10:30am £3 02392 381529; [www.jmtoys.net](http://www.jmtoys.net)

**14 October** The Yorkshire Event Centre, Great Yorkshire Showground, Harrogate. 350 stalls, 10:30am, £3.50 BP Fairs

**21 October** The Exhibition Centre, Donington Park, Derbyshire. 500 tables, 10:30am, £4.50 BP Fairs

**11 November** Pavilion Gardens, Buxton, Derbyshire. 150 stalls, 10:30am, £2.50 BP Fairs

**17 November** Sandown Park Racecourse, Esher, Surrey. 500 tables, 10:30am. £5 BP Fairs



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Vintage60 has introduced a colourful range of stools upholstered in the liveries of some of the greatest racing teams.

So far, 15 designs are available in the Motoring Legends Collection, including Team Lotus, Gulf, Shell, Rob Walker Racing, Team JPS, Ferrari, the Mille Miglia Mercedes-Benz 300SLR, the '57 German GP-winning Maserati 250F and James Dean's Porsche 550 Spyder 'Little Bastard'. They are all British-made, with chromed-steel legs and the option of leather or vinyl upholstery.

As well as the footstools, Vintage60 is planning a collection for bars. Prices start at £275 for vinyl and £399 for leather.

Vintage60 also offers oil-can lights and aeronautical art. To order, see [www.vintage60.com](http://www.vintage60.com), e-mail [sales@vintage60](mailto:sales@vintage60) or call 01252 626622.



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## Timber merchant's redhead

This spectacular 1959 Ferrari 250 Testa Rossa is the latest sports-racer to inspire master woodworker Toby Sutton. The handmade miniature measures 9in long and is carved from mature English walnut, while the contrasting wheels, lights and exhaust are added as details in sycamore.

"It was one of my most challenging sculptures yet, particularly the exhaust system," says Sutton, the founder/designer of the Brooke ME190 sports car. The new Ferrari composition will be limited to only 15 pieces, each costing £375.

Sutton has previously made a series of historic racing Jaguars including C-type, D-type and Lister. To order, e-mail [susutton2@tiscali.co.uk](mailto:susutton2@tiscali.co.uk)

## Keep warm in a cold classic

Following its stylish nubuck car coat, Greycar has now produced a '60s-style quilted black design. Ideal for that Jaguar E-type roadster on a chilly winter's morning, it features black corduroy collar detail, twin plunged pockets, rear flaps and a zipped inside pocket. Available in sizes

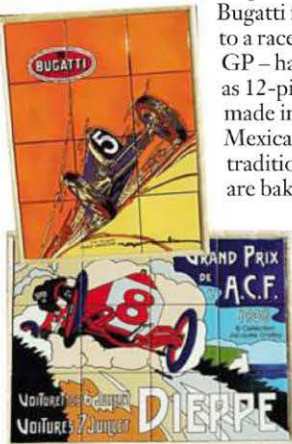
from small to extra large, it costs £66.62. To order, or to see more of the firm's classic motoring collection, visit [www.greycar.com](http://www.greycar.com) or call 01252 821937.

Greycar also offers a range of driving gloves, scarves and headgear. See the stand in Hall 10 of the NEC Classic Motor Show from 16-18 November (see News).



## Foot to the floor with tiles

Poster collector Jacques Grelley has selected several classic designs and reproduced them as high-quality ceramic tiles. The 12 compositions – ranging from Bugatti factory promotions to a race poster for the Cuban GP – have been immortalised as 12-piece sets. "They are made in Arizona by a Mexican family who use traditional methods; the tiles are baked at 1100°C," says



Texas-based Francophile Grelley, who has one of the world's largest private poster collections.

For more details, e-mail [jgrelley@racingposters.com](mailto:jgrelley@racingposters.com)

## Slot in for a custom circuit

American collectors, including Jay Leno, all want David Beattie of Slot Mods to build them bespoke slot-racing tracks. Beattie's biggest set is a 12x30ft replica of the long-gone Riverside circuit. "I got made redundant and my hobby has taken off as a business," says Beattie, who has just completed the first layout fitted to a replica of the Sunoco Camaro. Prices start at \$75,000. Details at [www.slotmods.com](http://www.slotmods.com)

Beattie with brilliant  
Camaro-based track



## CROSTOWN TRAFFIC

California-based Lotus specialist Kampeña Motors has a few posters left of this great image of Jimi Hendrix and Mitch Mitchell (on the left) with Noel Redding's Lotus Elan. Note the headlights: painted black to make them look like eyes. E-mail [rich@kampeña.com](mailto:rich@kampeña.com)



## FOCUSING ON THE BEETLE

Delius Klasing sets a high standard with its calendars, which for 2013 include a superb nostalgic review of the Beetle, *Der VW Käfer*. The classic mono photos range from winter motoring to happy holiday images. A companion version celebrates the commercials, or 'Bullis'. The 18in-square calendars cost €21.50. Order via [www.delius-klasing.de](http://www.delius-klasing.de)



## Automobilia diary

**7 October** Normous Newark Autojumble plus Classic Car Show, Newark and Notts Showground, junction of A1/A6. Parking for pre-1980 cars. Entry £4, 10am-4pm 01773 819154; [www.pff-uk.info](http://www.pff-uk.info)

**10-13 October** Hershey Swapmeet, PA, USA: 9000 plots; c1000 classics for sale 001 717 556 7720; [www.hersheyautoa.org](http://www.hersheyautoa.org)

**21 October** Garstang Autojumble, Hamilton House, A586 Lincs. Outdoor plots £15. Entry £3.50, 9am-1pm 01697 451882; [www.markwoodwardclassicevents.com](http://www.markwoodwardclassicevents.com)

**25-27 October** Auto e Moto d'Epoca, Fiera di Padova, Italy, with huge indoor jumble 0039 049 738 6856; [www.autoemotodepoca.com](http://www.autoemotodepoca.com)

**28 October** Huddersfield Autojumble, Old Market Building, Brook Street, Yorks. Stalls £20, 10am-4pm. PFF (details as 7 Oct)

**28 October** Skipton Autojumble, Auction Mart. New event: all plots £15. Entry £3.50, 9am-1pm. Mark Woodward (details as 21 Oct)

**3 November** Veteran Bazar, Czech Republic 00420 327 399 248; [www.oldtimer.cz/veteranbazar](http://www.oldtimer.cz/veteranbazar)

**4 November** Penrith Autojumble, Penrith Auction Mart. All plots £15. Entry £3.50, 9am-1pm. Mark Woodward (details as 21 Oct)



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# FITTING TRIBUTE TO THE OLD MAN

Italy's exotic-car centre Modena boasts an impressive new museum, celebrating both the automotive history of the region plus the life and work of Enzo Ferrari. The project is a joint effort by the town, Province and commercial association of Modena, plus Ferrari SpA and the Automobile Club of Italy.

The basis is provided by the building that Ferrari's father owned (and Enzo inherited), which was used for rail-carriage manufacturing. Close to the heart of the old town centre, this unremarkable industrial unit is now juxtaposed by a striking modern construction painted in Modena yellow.

In the restored factory, the story of Enzo's origins and career is told, including the racing successes that were later funded by his sale of the building. There's the obligatory recreation of *Il Commendatore's* office, using original furniture, and audio-visual displays that come to life as you pass by. The soft-touch walls and back-projected imagery add to the engaging experience.

Clever design and an array of fabulous cars entice visitors into the dramatic new building. The theme will change every six months, but the inaugural display – The Origins of the Legend – centres on the contribution made by Modena to generations of designers, engineers, manufacturers and enthusiasts the world over. To illustrate, there is a huge variety of cars on show including several early

Alfa Romeo racers, topped by an Alfetta Tipo 158 Grand Prix car and the famous Scuderia Ferrari twin-engined Bimotore of 1935.

The surviving Auto Avio Costruzioni 815, built by Enzo Ferrari before any car bearing his own name, takes pride of place near the entrance, while Maserati is represented by a gold '48 A6-1500 Pinin Farina and the unique 1955 Geneva Salon A6G/54 2000. This Zagato-bodied Spyder, on loan from the Wang Collection, is as unusual as it is elegant.

Other treats include a mid-engined Vallelunga, De Tomaso's first road car, and a dramatic 1943 Stanguellini 1100 Barchetta Ala d'Oro alongside a '61 Stanguellini Formula Junior racer, both loaned by the Stanguellini Museum. Fiat is represented by a locally bodied 1934 508S MM sports.

The perimeter of the interior is lined with automobilia. Photographs, brochures, drawings, scale styling models and mechanical components relate the story of car design, engineering and manufacturing in Modena, most with descriptions in Italian and English. Race posters are dotted around the cars, which each sit on a white plinth allowing the designs to speak for themselves. An exemplar of the accessible style of modern car museums, this small but well-focused collection has a lot to offer visitors with a passion for Italian machinery. **Paul Blank**



Clockwise, from above: Ferrari 166 Touring in coupé and barchetta forms; Alfa Tipo 158; the industrial building in which Enzo Ferrari was born, and its dramatic new neighbour; Righini Collection's Auto Avio 815



Ex-Nuvolari Alfa Romeo 12C-36 contested 750kg GP formula; De Tomaso Vallelunga; Maserati A6G/54 Allemano coupé; display of sketches and styling models by Touring; distinctive Stanguellini 1100 (C&SC, May 2011)



## The knowledge

**Address** Via Paolo Ferrari 85, 41121 Modena, Italy

**Where?** From Modena Centrale station, take bus line 1, 3 or 9

**Opening hours** Open every day except Christmas/New Year's Day: 9:30am-7pm (1 May-30 Sept); 9:30am-6pm (1 Oct-30 April)

**How much?** Adults €13; over 65s/under 26s €11; disabled persons and 6-10s €9; under-6s free

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Morgan Plus 8 - Drivetrain: 4.8 litre V8, 6 spd Auto / Manual. Power: 270kw (367bhp). Dry weight: 1180kg. 0-62: 4.5 seconds. Top Speed: 155mph (249kph). Economy (Auto / Manual): Urban: 17 mpg (16.4L/100km) / 16mpg (18.2L/100km). Extra Urban: 36 mpg (7.9L/100km) / 32 mpg (8.7L/100km). Combined: 26mpg (11.0L / 100km) / 23mpg (12.1L/100km). CO2: 256 / 282 g/km



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*1936 Bentley 3 1/2 Litre Drophead  
Coupe by Park Ward*



*1952 Bentley Mk VI Drophead  
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*1954 Bentley R Type Continental  
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*1954 Bentley R Type Drophead  
Coupe by Park Ward*



*1955 Bentley S1 Continental  
Fastback by H.J. Mulliner*



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**JAGUAR MKII 3.8 LITRE JD SPORT SALOON, RHD** - British Racing Green/Parchment hide with Green piping, Parchment carpets. Competition chromed wire wheels. Total JD Sport restoration to customer specification 8 years ago, maintained by ourselves since. Upgrades include touring specification engine, 5 speed gearbox, power steering, alloy radiator with electric cooling fan, adjustable suspension, digital climate control, green tinted glass, JD Sport front seats, inertia reel seat belts, full leather interior etc. Featured in JD brochure. Fantastic example. Please contact us for full specification.

**JAGUAR MKII 3.8 LITRE SALOON, RHD** - Opalescent Silver Grey / Red hide and carpets. Competition stainless steel wire wheels, many J.D. Sport upgrades including touring specification engine, 5 speed gearbox, power steering, uprated suspension and brakes. J.D. Sport seats, parking sensors, heated front and rear screens etc. Stunning example.

**JAGUAR E-TYPE SERIES 1 3.8 LITRE ROADSTER, LHD** - Sherwood Green/ Suede Green hide and carpets, chromed wire wheels. Early flat floor outside bonnet lock car. Total restoration to original specification, factory hardtop. Stunning.

**JAGUAR E- TYPE SERIES 1 4.2 LITRE ROADSTER, RHD** - Opalescent Light Blue/Red hide and carpets. Dark Blue Hood. Original UK supplied car with matching numbers, chromed wire wheels. Subject of a total restoration with photographic record, uprated brakes. Excellent example.

**JAGUAR XK 150 3.4 LITRE DROPHEAD, RHD** - British Racing Green / Green hide and carpets, Dark Green hood, 16", wide rim colour coded wire wheels, total chassis off restoration to JD Sport touring specification, updates include touring engine, 5 speed gearbox, alloy radiator, uprated brakes, uprated suspension, handmade stainless steel exhaust system and exhaust manifold, power steering, alternator, burr walnut dashboard and door cappings etc. 1000 miles since completion. Stunning car.

**JAGUAR XK 150 3.4 LITRE DROPHEAD, RHD** - Cotswold Blue / Beige hide and carpets, Black hood, 16" chromed wire wheels, 2 owners from new, full history including documented service history. Subject of a total chassis off restoration, 5 speed gearbox, power steering, J.D Classic full detailing just completed. Excellent example.

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## 2001 - BMW Z3 2.2i SPORT ROADSTER

Titanium Silver Metallic with Black leather, Full BMW service history, Just 15,000 miles from new.

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## 1997 - PORSCHE 993 CARRERA 4

Basalt Black Metallic with Marble Grey leather, Full Porsche service history, Just 22,000 miles from new.

£44,995



## 1957 - JAGUAR XK150 SE FHC

Cornish Grey with Red leather, Original UK RHD example, A 2 owner example which has covered just 34,000 miles from new & just 500 miles since total nut & bolt photographic restoration.

£99,995



## 1994 - PORSCHE 968 SPORT

Iris Blue Metallic with Black trim, Sport specification, Full Porsche service history, Just 36,000 miles from new.

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## 1961 - JAGUAR MKII 2.4

Sherwood Green with Green leather, Comprehensive history, Total nut & bolt photographic restoration.

£29,995



## 1933 - MG J2

Oxford Blue with Cambridge Blue leather, 1 of just 2,083 J2 Midgits produced, Just 400 miles since a total nut & bolt photographic restoration carried out by renowned MG specialist, Concours winner.

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Leon Dernier pilots 0763 GT at the 1958 GP de Spa.



0763 GT on the Pebble Beach Tour, Monterey, California 2012.



0763 GT on the Pebble Beach Tour, Monterey, California 2012.



0763 GT heads up the hill at Goodwood, 2012.



## Ferrari 250 GT Tour de France #0763

0763GT, was one of several Ferrari 250 GT Berlinetta "Tour de France" cars to be delivered to Jaques Swaters for use by the Belgium "Ecurie Francorchamps" race team. The car was equipped with the desirable three louvre and covered headlamp set up and sold to the privateer racing driver Leon "Elde" Dernier. In the hands of three successful Belgian drivers the car achieved much success in both National and International events in between 1957 and 1965. One particular racing highlight came in the 1959 ADAC 1,000kms of the Nurburgring where the car finished 2nd in the GT class. In 1959 the car's closed headlights were converted into the open configuration and the car continued racing.

0763GT had been part of a significant French collection since 1974 and had remained virtually untouched since racing retirement. As a result, a subsequent sympathetic but total mechanical restoration of the car has been carried out during 2011 whilst preserving the originality and extreme patina of both the bodywork and the interior.

Classiche Certification is in progress for this matching numbers car.

Since completion the car has already attended the Goodwood Revival / Festival of Speed press day, the Ecurie Ecosse Rally, the FF60 Francorchamps rally in Belgium and the Pebble Beach Concours D'Elegance and Tour. The state of preservation of originality and the extraordinary history of the car have been rewarded by invitations to attend several of the world's most prestigious Concours D'Elegance.

The car is quite possibly the most original extensively raced "Tour de France" in existence and as such 0763GT represents a fantastic and rare opportunity to acquire an unmolested, highly original yet mechanically restored competition Ferrari.

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- Borrani Wheels
- Ferrari Classiche
- Beautifully Restored

£POA



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### 1990 FERRARI F40

Rosso/Red S/Seats, Cat Car, Non Adjust, Tubi Exhaust, 4,500m, Just Serviced inc Tanks, 2 Owners, Original Books & Tools, Fantastic Throughout .....£POA



### 1974 FERRARI 365 BOXER

Rosso Bordeaux, Beige, Air Con, Same Ownership For Last 31 Years, Only 9,000m From New, Complete History File, Concours Condition, Ex Sir Elton John From New, Extremely Rare .....£POA



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## RACE HISTORY FOR THE DBR1/2 CHASSIS

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Winner - Spa Sportscar  
Winner - 1000km Nürburgring  
Retired - 24 Hours of Le Mans  
Winner - Spa Grand Prix

1958

Retired - Sebring  
Retired - Nurburgring  
Retired - 24 Hours of Le Mans  
Winner - Goodwood TT

1959

Winner - 24 Hours of Le Mans  
Winner - Goodwood TT

1960

Winner - Rouen Grand Prix  
9th - 24 Hours of Le Mans



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#### 1998 PORSCHE 993 TURBO S

One of only 23 UK supplied examples. Two owners. 37k miles with full history. In excellent order throughout. Recent major service at Porsche.



#### 2001 FERRARI 550M BARCHETTA

The finest of 42 UK RHD cars. Fiorano pack. All books, tools and helmets. 2,400 miles from new. Orig unmarked condition. 2010 FOC concours winner.



#### 1978 MERCEDES 450SEL 6.9

Rare UK supplied example in extremely good condition throughout. 110k miles in the hands of four owners. Maintained by John Haynes.



#### 1988 PORSCHE 911 CARRERA 3.2 COMMEMORATIVE EDITION

One of only 875 examples worldwide, this very good original UK supplied car has covered 83k miles with three owners and a full history from new.



#### 1989 PORSCHE 911 TURBO LE

The last RHD 930 Turbo made and the last of 50 LEs. Very special spec. 8k miles with full Porsche history. Completely original and superb.



#### 2000 BENTLEY CONTINENTAL T

Superb original example with only 18k miles from new and full Bentley history. Fantastic colour combination with lovely special order interior.



#### 1961 JAGUAR MKII 3.4

The careful restoration of a very good low mileage original car has resulted in this superb example of a MKII. Power steering, with complete history.



#### 1955 AUSTIN HEALEY 100/4 BN1 M SPEC

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FERRARI 365 GTB/4 DAYTONA, EX SHAH OF IRAN, 1970  
IN SALES AT MODENA MOTORSPORT



FERRARI 275 GTS, 1966  
IN SALES AT MODENA MOTORSPORT



LAMBORGHINI COUNTACH 5000 S, 1985  
IN SALES AT MODENA MOTORSPORT



LAMBORGHINI 400 GT SPYDER, 1966  
IN SALES AT MODENA MOTORSPORT



FERRARI F40, 1989  
IN SALES AT MODENA MOTORSPORT



FERRARI 250 GT LUSSO, 1964  
IN SALES AT MODENA MOTORSPORT

## CARS IN STOCK

FERRARI 250 GT LUSSO, 1964, silver / red, perfect condition  
FERRARI 275 GTS, 1965, red / black, original interior, matching numbers  
FERRARI 275 GTS, 1966, black / black, restored, matching numbers  
FERRARI 365 GTB/4 DAYTONA, 1970, silver / black, ex Shah of Iran  
FERRARI 365 GTB/4 DAYTONA, 1971, silver / tabacco, concours restoration  
FERRARI 365 GTC/4, 1971, silver / black, original books, 68.230 km  
FERRARI 365 GT/4 BB, 1974, dark blue / black, body restored  
FERRARI F 40, 1989, red / red, like new, full service, 8.700 km  
FERRARI 512 M, yellow / black, perfect condition, 52.000 km  
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F 93 A, Berger / Alesi, 1993, 12-cylinder  
412 T1, Berger / Alesi, 1994, 12-cylinder  
412 T2, Berger / Alesi, 1995, new 12-cylinder  
F 310 B, Schumacher / Irvine, 1997, new engine

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MASERATI MC 12 CORSA, 2006, blue / black, the only new MC 12, 80 km  
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VIRAGE VOLANTE 6.3L  
'Wide Body' - 1992. 500  
miles from new!**

This stunning Virage Volante 6.3 litre 'wide body' has covered just 500 miles from new. Manufactured in 1992 for the Sultan of Brunei and repatriated to the UK in 2008. Finished in Chichester Blue with Parchment hide and blue carpet with a navy blue hood. This model benefits from the more powerful 6.3 litre engine that offers an almost 200 bhp and 140lb/ft of torque on the standard Virage powerplant and the cosmetic improvements of the 'wide body' styling and split rim alloy wheels. The suspension, braking and handling of the 6.3 litre cars were also heavily revised. This is the perfect example of a very rare Aston Martin with only approximately 25 in existence in this specification. Presented in immaculate condition as befits the incredibly low mileage.

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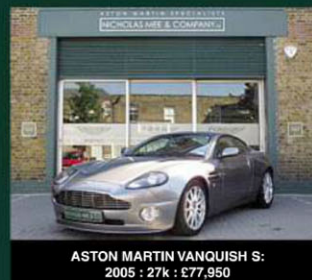
ASTON MARTIN DB5 :  
1964 : POA



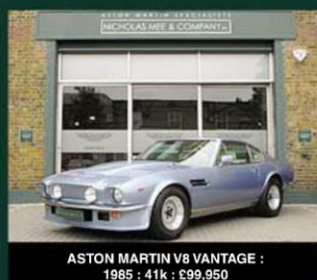
ASTON MARTIN V8 VANTAGE 'X-PACK':  
1989 : £175,000



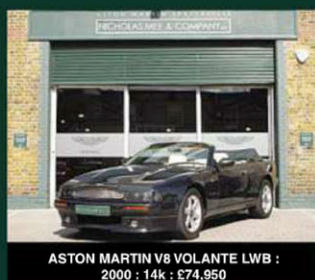
ASTON MARTIN V8 ZAGATO VANTAGE  
VOLANTE: 1989 : 13k : £150,000



ASTON MARTIN VANQUISH S:  
2005 : 27k : £77,950



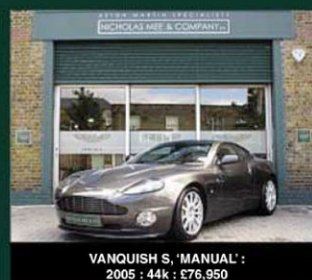
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**1932 Rolls Royce Phantom II Continental Drophead by Freestone & Webb**

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One of three drophead coupés bodied by Freestone & Webb on a Phantom II Continental chassis. 47RY was treated to an extensive restoration in 1990-91. The car is finished in an elegant scheme of medium and light grey. It has the full wheel discs characteristic of Freestone & Webb and a medium grey hood. The seating is red leather, which is unblemished and unworn. The car presents extremely well.



**2011/60 ROLLS-ROYCE Phantom Coupe**

3,621 miles

Carbon Black with Cornsilk Leather

**£214,950**

Elegantly designed with a large specification including 21" fully polished wheels, parking camera, iPod connection, Lambswool footmats, Bi-Xenon headlights, Navigation system, Bluetooth technology, voice recognition system and a Sports steering wheel. This Rolls-Royce is protected by a 4-year unlimited mileage warranty and service plan that starts from the registration date of the car.



**2010/59 FERRARI California**

4,450 miles

Nero Daytona with Beige

**£129,950**

Specification includes 19" alloy wheels, CD changer, Carbon-Ceramic brakes, climate control, cruise control, electric seats, F1 paddle shift gearbox, LCD instrument display, leather trim, magnaride, on board computer, parking sensor front & rear, Satellite Navigation, stereo, Xenon headlamps, Navtrak and contrast stitching. The number plate C4LFR is also available to purchase in addition to the car.



**2000 FERRARI 550 Maranello**

8,856 miles

Rosso Corsa with Black Leather

**£74,950**

This 550 Maranello finished in Rosso Corsa with Nero is a front engine V12 Berlinetta and the successor to the F512M. The 550 has a rear drive layout and benefited from Ferrari's aerodynamics knowledge and styling to make it extremely efficient with constant downforce and stability. This car has had a recent Ferrari service, including Cam Belts on 12 June 2012.



**2010/10 PORSCHE 911 GT3 RS (997)**

1,300 miles

Grey Black with Black

**£109,950**

Specification includes retro RS stickers, Porsche composite Ceramic brakes, lightweight bucket seats, roll cage, Porsche VTS system, lifting system and Sport Chrono package. The transmission is a motorsport-derived six-speed manual. Aerodynamically this car is extremely efficient to draw speed and grip with the carbon used to reduce weight for extra performance.



# 1956 Ferrari 250 GT LWB Tour de France 14 Louvre



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1963 Ferrari 330 LMB



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**1954 MERCEDES 300 W186 ADENAUER**  
Very rare manual floor change, RHD example prepped for classic rallying. FIVA papers past and present, black with grey leather.  
**£79,950**



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**£34,950**



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**£39,950**



**1962 MERCEDES 190 FINTAIL**  
RHD, manual, burgundy with grey trim, one owner, low mileage, in original mint condition, ideal classic historic rally car.  
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Powder with tan/petra leather, 66,000 miles only, over 50k spent by last owner to recommission after 12 years dry storage.  
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**1935 ALVIS FIREBIRD SPORTS TOURER**  
A stunning, very rare example. Full history and last owner many years. Original handbook and tools.  
**£64,950**



**1961 AUSTIN HEALEY 3000 MK2 FAST ROAD SPEC.**  
Fast Road Engine, Gearbox, Brakes, and Suspension. Restored to Concours Standards, Please Enquire or Call for full spec.  
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**1967 JAGUAR 3.8 MK2 MANUAL OVERDRIVE**  
UK matching numbers rhd example. Opalescent blue with blue leather, 47,000 miles only, perfect paint, chrome, original leather.  
**£44,950**



**1914 DARRACQ V14**  
Two seater (with dicky seat). French blue with black leather trim. Superb original, matching numbers example, in perfect order.  
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**1946 REO SPEEDWAGON**  
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**1949 MG TC**  
Black with red leather and tan McAlister hood. Aero screens. 100 point Concours restoration and the best you will find.  
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**1954 MG TF MATCHING NUMBER RHD CAR**  
Ivory white with cherry red leather and black mohair wet weather equipment. Restored to Concours-winning condition.  
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Royal blue with tan leather, alloys, power hood, manual, 49,000 miles only, FSH, just serviced, mint original condition.  
**£10,950**



**1998 FERRARI 550 MARANELLO**  
Nero with nero, stainless sports exhaust, original alloys, air-cond, climate, 29,000 miles, FFSH, all books, tools, documentation.  
**£59,950**



**1972 PORSCHE 911 2.8T**  
Road Race car, AMOC intermarque class Champion. As new and Ready to Race. Please see our Website for full Spec Details.  
**£49,950**



**1966 AUSTIN HEALEY 3000 MK3 PHASE 2**  
LHD and matching numbers. BRG with black trim, mohair hood, overdrive, 100 point concours restoration.  
**£59,950**



**1956 ROLLS ROYCE SILVER CLOUD I**  
Oxford blue over ascat grey, two owners, 18,000 miles only. Stored for many years and recently restored to a very high standard.  
**£49,950**



**2009 COBRA 427 BY MAGNUM**  
Jaguar turquoise with black leather trim. Last owner 16 years, restored to 200 to high Concours standards and still superb.  
**£54,950**



**1939 BSA SCOUT SPORTS TOURER**  
Pine green with black leather trim. Last owner 16 years, restored to 200 to high Concours standards and still superb.  
**£24,950**



**1998 ASTON MARTIN DB7 AUTO**  
Cobalt blue with magnolia leather piped navy. BBS polished alloys, walnut wood facings, 42,000 miles only with FSH.  
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**1967 JAGUAR 3.4 MK2 AUTO**  
Met pearlescent red with red leather trim. Power steering, original HMV radio, tools, handbooks, 52,000 miles, matching numbers.  
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**1955 MG TF**  
(LHD) Matching numbers, original, rust free example  
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**1968 MGC ROADSTER**  
Mineral blue with black leather piped, black mohair hood, restored to concours winning standards, wire wheels, stainless exhaust.  
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**1964 MERCEDES 220 SEB COUPE (RARE MANUAL)**  
White with original black leather, and wood trim. One previous owner, several concours wins, the finest on the market.  
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**1973 PORSCHE 911 3.0 CARRERA RS (REC)**  
Stunning in Porsche Gulf blue. Massive spec, 250+ BHP. Very fast, ideal track car, four auto etc. Race papers available.  
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**1957 JAGUAR XK150 SE**  
White with black leather and chrome. W.W. Stainless exhaust, matching numbers car in near Concours condition.  
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**1957 ROLLS ROYCE SILVER CLOUD I**  
Two-tone sage green with beige leather, PAS, original RHD example, with all books, tools, etc. 2,000 miles only.  
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**2005 MERCEDES SL 55 AMG**  
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**1988 LISTER JAGUAR XJS COUPE**  
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**1948 DELAHAYE 135 M CABRIOLET**  
Chassis No. 800997



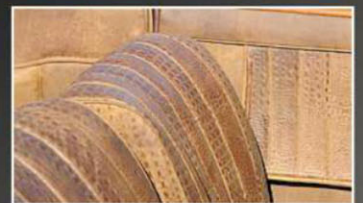
Body made by Pourtout in 1948. Participation in many concours d'élégance events. Was restored by the Atelier Automobiles Anciennes in Chambray-lès-Tours. The car is in very good condition. A very rare example, a unique opportunity.

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## THE PRE '66 COLLECTION



**1955 AUSTIN HEALEY 100/4 BN1** £49,950

Eligible for many historic events, including the Mille Miglia. This desirable Healey was previously owned by a noted collector and drives exceptionally well. Complete with fold down screen and full weather gear.



**1965 JAGUAR E-TYPE SERIES 1 4.2 FHC** £54,950

Finished in white with red leather, this lovely car drives extremely well and has an extensive service history both from its original home of Australia and since its return to the UK. This immaculate SL is a must see.



**1961 JAGUAR E-TYPE SERIES 1 3.8 ROADSTER** £79,950

This is one of the much prized, UK supplied, flat floor E-Type roadsters. It has recently undergone a sympathetic restoration through our workshops and is complete with a rare colour coded hardtop. A highly desirable car.



**1963 TRIUMPH TR4** £17,950

This lovely TR4 is finished in Iris Blue with a dark blue interior. A nice history file is present detailing many of the recent upgrades and work, including invoices from TRGB since 2007 totalling £9,700 including recent interior retrim.



**1966 SHELBY GT350 FIA FASTBACK** EPOA

There will never be another Carroll Shelby and very few cars as special as these. A genuine 1966 ('65 build) example, presented in the correct colours, this Mustang has been freshly FIA'd and is ready for race series worldwide.



**1963 JAGUAR E-TYPE SERIES 1 3.8 ROADSTER** £74,950

A stunning, matching numbers E-Type which has been sympathetically restored, featuring a wonderful red leather interior with gleaming black paintwork. This is certainly one of the prettiest Roadsters we have seen.

## THE MERCEDES-BENZ COLLECTION



**1968 MERCEDES-BENZ 280SL** £74,950

This superb SL is surely one of the best available on the market today and has an extensive service history both from its original home of Australia and since its return to the UK. This immaculate SL is a must see.



**1980 MERCEDES-BENZ 280SL** £27,450

Having covered only 16,000 miles, this magnificent original SL, is one of the finest we have seen, and has been in the same family since new and is supplied with the original Mercedes-Benz datacard.



**1988 MERCEDES-BENZ 420 SL** £24,950

This 420SL has covered just 39,612 miles and is without doubt one of the best cars we have seen at this price point. This genuine UK car is in superb condition and has a full and documented Mercedes-Benz service history.



**1960 MERCEDES-BENZ 190SL** £51,950

Supplied new to three-time BAFTA winner Denholm Elliot CBE, this well documented SL, has had extensive restoration by its current owner, including rebuilt engine, new interior and comes with new soft and hard top.



**1968 MERCEDES-BENZ 280SL PAGODA** £64,950

Presented in Ivory with Tobacco interior this 280SL comes with the most fantastically preserved handbooks, build plate and service stickers and is one of the best presented and best driving we have had the pleasure of stocking.



**1961 MERCEDES-BENZ 190SL** £69,950

This exceptional 190SL is presented in blue with contrasting tan interior. Benefiting from a full restoration to a most exacting standard, it would look equally at home on the concours lawn as on a European jaunt.

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**1951 MGTD ROADSTER.** Red with tan leather, top and curtains, this is a beautifully restored car with one local owner for the past 20 years. The original matching-numbers engine is very strong, the body and undercarriage are in great condition and the original leather was preserved when car was restored. \$26,500



**2007 BENTLEY CONTINENTAL GTC CONVERTIBLE.** A pristine local car with gorgeous Silver Tempest body, Saffron leather, polished burr walnut interior woodwork & black convt. top. With 560 horsepower and all-wheel drive, the car has performance to match its luxury and fabulous design. 24,005 miles. \$122,000.



**1974 ROLLS-ROYCE SILVER SHADOW.** Owned for many years by a local RRCC member who replaced it only due to us finding him the Radford S II Bentley with which he had fallen in love at the NY 1969 Auto Show. Then owned by a fellow RRCC member who has carefully maintained the car for the past 12 years. Beautiful in Powder over Brewster Green with beige leather piped dark green. Unmolested and excellent! 93,991 miles. \$23,400.



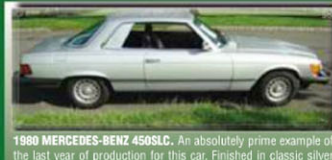
**1990 CORVETTE "ZR-1" TWO-TOP COUPE.** Very unusual find! 1 of few ZR-1's produced in Turquoise, tan leather, both factory painted & glass roofs and FACTORY MATCHING luggage. Never titled or registered & driven by its only owner @20 miles per year. Absolutely unmarked, 100% original, showroom new w/ original sticker on windshield! 438 miles. \$60,650, then and now.



**1938 MERCEDES-BENZ 540K CABRIOLET A.** Virtually unknown since WWII, brought from Paris by a US Army officer after the war. He kept until 1970 and sold to a friend who kept it 40 years. Very rakish design, absolutely complete w/ unusual features & drives well. Original except repaint in 1970 along with original leather redye and a new convertible top. Docs. P.O.A.



**1941 FORD SPECIAL DELUXE CONVERTIBLE** A Southern car, fully restored in the 1990's and driven @5000 miles since then. Beautiful in Sheridan Grey with dark red leather and black convertible top with dark red piping. Flathead V-8 engine, 3-speed manual transmission and dual exhaust. Drives as nicely as it appears and it is beautiful! \$54,500



**1980 MERCEDES-BENZ 450SLC.** An absolutely prime example of the last year of production for this car. Finished in classic silver with beautiful original black leather, this is the finest example we have seen in decades! Loaded with equipment including: climate and cruise controls, electric: sunroof, windows, locks, mirrors and antenna, factory Becker "Mexico" AM-FM/cassette stereo, original alloy wheels, etc. Near-perfect body and paint, drives as new. Original manuals and tools. 67,633 miles. \$16,500.



**1966 JAGUAR XKE SERIES I ROADSTER.** Beautifully restored in original Carmen Red with gorgeous tan leather interior, top and boot. We purchased the car from the estate of its last owner who had purchased the car in California in 1998, following its restoration there. A week-end driver and show car, it scored 98.72 points at a J.C.N.A. Concours d'Elegance in 2003. Original Blaupunkt AM/FM/SW radio, manuals and tools.



**2007 PORSCHE CARRERA COUPE.** One local owner, 100% original, near new condition throughout. Arctic Silver, black leather. Every service record since new. All original manuals and tools. Includes 6-speed trans., electric: sunroof, windows, seats (also heated), locks & mirrors, Bose Premium sound, Xenons, 18" factory alloys with colored crests, etc. Full factory warranty to June, 2013 or 100,000 miles. 33,465 miles. \$52,500.



**2001 FERRARI F-1 360 SPYDER.** Purchased new in February, 2002 by its only local owner and driver, this is 100% original and near-new throughout. Red with tan leather. Stored by us during winters and recently serviced. All original manuals and tools are present. 6,106 miles. \$109,000.



**1965 CADILLAC ELDOORDO COUPE.** Original Dark Fremont Blue w/ dark blue interior & matching top. A one-family owned car 26 years, driven just over 1,000 miles per year. 4.1 litre, fuel-injected V-8 engine w/ 4-sp auto trans & front-wheel drive, loaded w/ original factory equipment w/ everything working well. Original factory build sheet (framed) is present with all original manuals, extra keys, "Gold Key" documentation, etc. 30,070 mi. \$9,500.



**1941 PACKARD 180 LEBARON SPORT BROUGHAM.** A rare and unusual senior-series Packard featuring "suicide" rear doors, twin covered side-mounts with original mirrors, 16" original-width whitewall tires, electric windows, etc. Ours is an AACA National First Prize Award Winner with one local owner for past 12 years. Beautiful in Midnight Blue w/ matching broadcast interior piped in tan. Drives extremely well. Just arriving!



**2008 PORSCHE CARRERA "S" COUPE.** 1 owner, 100% original as new. Striking in "Triple Black." Very well-optioned w/ 6-sp trans., full leather, factory navigation, Premium "Surround Sound" CD stereo, Xenons, 19" factory alloys, electric: sunroof, seats (heated/memories), windows, locks & mirrors, etc. Full factory warranty to Nov '12. All orig. manuals/tools. 14,819 mi. \$71,000



**1999 BENTLEY ARNAGE SEDAN.** Deep Mulsanne Green w/ ivory leather piped in body-matching dark green. Wilton carpets in dark green piped ivory, dark green Mouton carpet overlays, fabulous burr walnut fascia, trim and door capping rails, and fitted with options including the requisite 4 factory umbrellas to the boot. Near-new condition! 41,852 miles. \$57,500.



**1970 CORVETTE "LT-1" T-TOP COUPE.** Beautiful original Sunfire Yellow w/ unmarked black interior & tinted glass. Original 370 h.p., 380 foot pounds of torque, solid lifter engine & 4-sp manual trans w/ power steering & brakes, result in a great performance driver-friendly car. Fitted w/ original AM-FM radio, 15" styled wheels and electric windows. 48,501 miles. \$49,000.



**1962 CORVETTE FUEL-INJECTED ROADSTER.** A very rare factory fuel-injected car with both hard and soft tops. Just arriving in our showroom after spending years in a private collection, this is the 4th car which we have obtained from that collection-including a '57 fuelie. White body & hard top w/ black interior in very nice and correct condition throughout. Just arriving!



**1946/7 FORD SUPER DELUXE WOODY WAGON.** A beautiful and very correct car in burgundy w/ saddle interior & all original wood. We sold this car more than 30 years ago and have gotten it back with just over 2000 additional miles. 8-passenger, 4-door model with walk-through seating, rear-mounted spare, chrome bumpguards, driver spot light, original radio, etc. \$92,000.



**1954 CORVETTE.** JUST ARRIVING from its owner of the past thirty years. One repaint 30 years ago in original Polo White with red interior. Every number and code on car is correct and it is in excellent condition thruout. Price yet to be determined.



**1995 CHEVROLET IMPALA "SS" SEDAN.** GM introduced this car in 1995 as a return of the muscle car, based upon a Police Package Special Caprice w/ an LT-1 engine, suspension & brake modifications, a luxurious cabin in leather w/ all creature comforts etc. Ours is rare in Dark Cherry Red. One owner/driver since new, 100% original thruout. As new! 10,219 mi. \$19,500.



**1996 ROLLS-ROYCE SILVER SPUR III SALOON.** 1 of 507 Silver Spur III, known provenance, near-new condition inside & out and drives great. Beautiful in Magnolia w/ Sandstone hide piped in saddle, Sahara Beige Wilton carpets with matching Mouton overlays & fabulous burr walnut interior trim with matching folding rear tables. All tools, manuals, etc. 55,377 mi. \$44,500.



**1993 BENTLEY TURBO R SALOON.** Difficult and expensive (more than \$200,000 in 1993) to procure when new, the Turbo R is most impressive. Fabulous 2-owner car in British Racing Green with Parchment hides piped dark green, dark green carpets piped tan with matching Mouton overlays and fabulous dark burr walnut fascia and cabin trim. Original manuals, tools, records and even the original window sticker! 28,864 miles. \$34,000.



**1963 CORVETTE SPLIT-WINDOW COUPE** A documented full restoration in original dark Daytona Blue with navy blue interior. All numbers correct with its 340 horsepower 327 engine, 4-speed manual transmission, signal-seeking radio, etc. Original owners manual and showroom brochure. Drives amazingly well! \$79,000.



**1955 MGTF "1500" ROADSTER.** Very few of the "TF's" came with the larger 1500 cc engine & this is a completely original one! Sold by original owner in '65 w/ @21,000 mi & now by its 2nd owner w/ @29,000 mi. Faded paint, very worn leather and superb mechanicals, more than \$6000 spent last year to put it in top operating condition. Drives great! 29,635 mi. \$32,000.



**1970 TRIUMPH TR-7 ROADSTER.** The last of "The Shape of Things to Come" from Triumph, ours has had just one woman owner/driver since new. 100% original & excellent condition thruout. White exterior w/ tan interior and black convt top. Equipment includes 5-sp manual trans, factory air conditioning, original AM-FM radio, original rear luggage rack, etc. Original manuals and paperwork. 15,589 miles and near-new. \$13,500.

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## 1994 AC COBRA LIGHTWEIGHT - R.H. DRIVE

Among the last of the (c.) 26 genuine 'Lightweights', hand-built in aluminium by AC Cars Ltd. at Brooklands, Surrey. This magnificent 14,500 miles metallic burgundy example has had considerable sums spent on the engine (blue-printed with c. 365 bhp gives 0 - 100 mph in 10 secs. and 160+ mph), modified suspension and diff. ratio etc. In addition, the dash is to authentic 1965 Mk III 427 S/C spec. with original type Smiths gauges and switches etc., plus many other period components. With its full weather equipment it is eminently suitable for international touring as well as being potentially competitive in Club events. Freshly serviced with new MOT, this is a very special AC Cobra indeed, and an absolute exhilarating delight to own and drive.

*The original tubular nose surround and rear bumpers, plus a set of 17" Halibrand pattern 'split-rim' wheels and tyres go with the car.  
The Reg. No. COB 225 may be available by negotiation.*



## 1994 (MAZDA) RX7 'EFINI ESPRIT' - R.H. DRIVE

Not to be confused with the 'Production' RX7, this extremely rare wide-bodied Comp./Street 'Esprit' version was only available in Japan and therefore is believed to be unique in the UK. It is also a genuine Japanese ultra-exclusive 'Midnight Society' car - endorsed by the signature decals. Originally purchased and owned by myself since 1998, over the past 6 years Supercar specialists Gary Passingham's 'GT ART' have spent some 3,000 hours on perfecting every aspect of this remarkable machine incl. the specially developed 450 bhp engine and fully modified suspension etc. The result gives 0 - 100 mph in under 8 secs - with a potential top speed of 200+ mph! Custom coachwork, with 17" gold-chrome OZ mag. alloys, black leather/suede interior, extra instruments and engine protection devices, and all typical comforts incl. electric windows, mirrors, air-cond. and ICE etc.

18,000 miles only, beautiful, sensational and perfect. Equally suitable as practical (2 + 2) family transport, or for huge grin-inducing Track Days.

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**1989 Aston Martin V8 Volante Automatic**  
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| 1989 Aston Martin V8 Volante (POW)          | 1996 Ford Escort RS Cosworth                 | 1965 Mercedes-Benz 230 SL Pagoda                 |
| 1989 Aston Martin V8 Zagato Vantage Coupe   | 1957 Ferrari 250 GT Low Roof Boano           | 1986 Mercedes-Benz 500 SL                        |
| 1993 Aston Martin V8 Zagato Vantage Volante | 1965 Jaguar E-Type Series 1 4.2-Litre Coupe  | 1996 Porsche 911(993) GT2                        |



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# Junkyard WARRIOR

It may look rough 'n' ready, but Old Yeller II was more than a match for any big-bucks Italian exotica, as **Mick Walsh** finds out

PHOTOGRAPHY **TONY BAKER**









'UNDERNEATH THAT ILL-FITTING ROADSTER BODY WAS A VERY SORTED CHASSIS AND A FINELY TUNED BUICK NAILHEAD MOTOR'



**E**verybody loves a successful underdog, and the American hot-rodder Max Balchowsky tapped into that with Old Yeller II. Based in Hollywood, there was an appropriate and inspired touch of showmanship about the way this self-taught engineer went racing. The entertaining array of half-truths and myths about his crude-looking, home-built sports-racer were fuelled by a strong following at Californian race meets in the late 1950s and early '60s, before the era of the rear-engined prototype and the professional driver came along.

Balchowsky built nine Old Yellers, but it was the second one that secured his reputation as the Ferrari/Maserati-beater. Beneath its quirky, hand-beaten, lemon-yellow body was a cleverly engineered machine, combining all of the instinctive know-how of its creator who, when

flying bombers during WW2, was known in the squadron as 'the man who can fix anything'. From the tatty Idaho Famous Potatoes registration plates to the patchwork rear body made from old Coca-Cola and Pepsi signs, this 6-litre Buick-powered mongrel stood out among the millionaire teams of Ferrari Testa Rossas and Maserati Birdcages. In contrast to the big transporters of rival equipes such as those run by John Edgar and Lance Reventlow, Balchowsky prided himself on driving to and from events.

There's a wealth of tales about Balchowsky's antics. Story has it, he'd use old engine oil, rummage around the bins of wealthy teams to scavenge used spark plugs and, when a tyre blew, he once combed the car park to borrow a spare. After jacking up a spectator's Buick station wagon and removing the wheel, he simply left a note saying, 'Return after races.' True or not, Balchowsky and his wife Ina were hugely

popular, both with rival teams and spectators. And the organisers made the most of Old Yeller's appearances to sell tickets.

But underneath that ill-fitting roadster body was a very sorted chassis and a finely tuned Buick 'Nailhead' motor. Balchowsky was greatly respected by his peers, and Buick top brass soon noted his success, which began with a 1932 Ford Roadster that started a competitive ripple among European sports-car owners when the hot rod first appeared at Torrey Pines in December '52. When Old Yeller II's current owner Ernie Nagamatsu started organising Balchowsky's efforts, he discovered invoices from Buick listed as 'Industrial use only'. Its constructor milked Old Yeller's image as a scrapyards-based racer, but the car's competitive pace and consistent reliability in the heat of battle proved that Balchowsky took his racing very seriously.

Old Yeller was initially a challenge to drive,

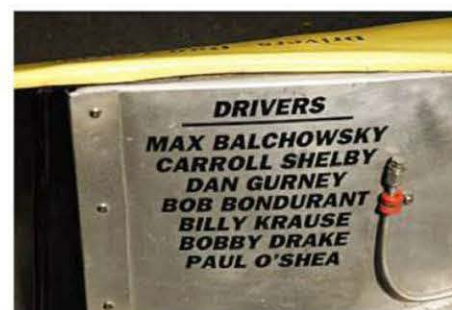




Walsh follows in the wheeltracks of his heroes as he revels in Old Yeller's performance and noise. Right: the car's whitewall tyres were typical of Balchowsky's humour



Clockwise, from above: plenty of torque from 6-litre Buick; impressive roster of past drivers; handling is superb



however, with Balchowsky suffering several dramatic spins at the first five races of 1957 in California and Arizona. But after he lowered the rear and fitted an anti-roll bar from a pick-up truck, its fortunes soon changed – particularly when a handsome 26-year-old crew-cut Californian accepted a drive in the Examiner Grand Prix at Riverside. Just back from Europe, Dan Gurney greatly impressed as he chased the latest Maserati Birdcage of Bob Drake and hot-shot Billy Krause in a Corvette-powered Jaguar D-type. Sadly, Gurney retired with engine problems when running a strong third.

"This is as good as the finest car I've driven, and as comfortable as a baby buggy," he enthused after the race. Balchowsky was a competent driver but he fully appreciated the impact when Old Yeller was driven by a real ace. He then hired Bob Drake, who had lost his drive when entrant Joe Lubin pulled the plug on his insanely fast

Birdcage after accusations that he'd been running doped fuel. First time out at Santa Maria, Drake whipped all-comers. Next to try Old Yeller was Carroll Shelby, who encouraged Balchowsky to race at Road America. On the car's first trip east of the Rockies, Shelby led until the final laps when the Buick motor cried enough, but the Texan was greatly impressed.

"That old sonofabitch would absolutely fly," he recalled. "Every good car in the US was there at Elkhart Lake that year [1960], and we ran away from 'em. I've driven all kinds of cars, but the torque from the Balchowsky special had them all beat. I don't know what the gearbox was there for. You could have started in high and stayed in that gear all day."

Old Yeller II's finest hour came at 1960's season finale, the Times Grand Prix at Riverside. With Drake at the wheel – he was Balchowsky's favourite – it was the talk of the race after a

dramatic dice with Billy Krause's Birdcage and Augie Pabst in the beautiful, no-expense-spared Scarab. Drake chased leader Krause hard, with Pabst joining the pair for an epic three-way battle in the final laps. The trio was nose-to-tail at the chequer, with Old Yeller and Drake finishing second. The Maserati was smoking at the flag, and the Scarab was loaded onto a custom-built transporter; Balchowsky and Old Yeller simply headed back to LA on the freeway.

There are more rumours about the fate of Old Yeller II, including the story that wealthy Ferrari entrant Jon von Neumann offered Balchowsky \$2500 to drive his racer over a cliff and destroy it, while some local enthusiasts reported seeing Ina using it for shopping trips. Closer to the truth was its sale to an amateur racer in the early '60s. At Cotati, near Sacramento, he lost control of Old Yeller on the slowing-down lap and smashed into a tree. For decades, the car was thought lost until, one evening in 1977 in a Fresno bar, David Gibb and his son Blake heard a story about the remains languishing in a local backyard.

The Oklahoma-based enthusiasts delayed their trip home and, the next day, went searching for Old Yeller II. Thankfully, they found the sad, stripped remains and bought the challenging project for \$250. An intense rebuild began, and with the guidance of Balchowsky – who even found spares at the back of his workshop – Old Yeller eventually returned to the track with Gibb Jrn driving. Again, the faded yellow racer started upsetting Ferrari Testa Rossa owners with its



## From Old Yeller to *Bullitt* and *Herbie*

Born in rural Fairmont, West Virginia in 1924, Max Balchowsky's family origins were Lithuanian. His father died when Max was just 12, but early on he developed an aptitude for fixing things, finding work in a local bicycle shop and, later, a watch-repair business in New York. At the age of 19, he signed up for the USAF, where he acted as tail-gunner in a B-24 in Europe during WW2 before being assigned to the Pacific as an aircraft mechanic. Amazingly, he was arrested over loyalty issues when he was discovered learning Japanese.

After the war, Balchowsky relocated to California, working with his brother in a repair shop before setting up on his own as Hollywood Motors in 1951. His landlord was Fred Vogel, and together they developed the now long-lost 1932 Ford-LaSalle roadster. Later projects included a Swallow Doretti with cramped Buick powerplant, and the transformation of the Morgensen Special into Old Yeller I, which claimed 16 wins from 1956-'61 before being written off at Riverside.

According to various stories, Balchowsky's last race was in 1966. While filming with Elvis Presley on *Viva Las Vegas*, which used Old Yeller as a camera car, Balchowsky and former driver Drake entered a USRRC event at Stardust Raceway, and for 300 miles mixed it with McLaren and Lolas to finish 15th.

Balchowsky continued to work in the film industry, preparing the Ford Mustang and Dodge Charger for *Bullitt*, while various Old Yellers appeared in *The Love Bug* race scenes. When he reached his 60s, Balchowsky's colourful character started to fade, first with the death of wife Ina, and then the loss of his old garage, which he'd inhabited since 1949; it was torn down to build a new bank. Historic racing brought him back into the limelight before he died of a heart condition in 1998.



Clockwise, from above: Balchowsky at the wheel of Old Yeller II; leading Morgensen's Ferrari through Riverside's twists and turns; devoted wife Ina wasn't afraid to muck in and lend a hand; pushing hard in Old Yeller I during the 1958 Times Grand Prix; Balchowsky was no mean driver himself









'YOU CAN IMAGINE DRAKE  
CHASING KRAUSE'S MASERATI  
AT RIVERSIDE, WITH PABST'S  
SCARAB FILLING THE MIRROR'



The car's rear end was lowered early in its life in a successful attempt to tame the wayward handling; Balchowsky raced it on road tyres

pace. The highlight of my first visit to the Monterey Historic Races was seeing Old Yeller run and meeting the Gibb family, who loved bringing the legendary car to the West Coast. "Every minute of that 1000-mile haul is worth it for a new Old Yeller story," enthused Gibb Snr.

The car was eventually sold to Ernie Nagamatsu, another passionate enthusiast, who continued the process of restoring Old Yeller to authentic specification. He also befriended Balchowsky and took him to races before his death in 1998. Nagamatsu occasionally invited former drivers to race it, including Billy Krause, and in recent years he shipped the car to Britain to race at Goodwood, where this year it featured in the Dan Gurney tribute. As well as preserving and campaigning Old Yeller II, Nagamatsu has extensively researched Balchowsky's life, and also owns his last unfinished project – the mid-engined, chassis-only Old Yeller X.

Balchowsky was very much a 'back of a matchbox' sort of engineer, and it's rumoured that Old Yeller's chassis was drawn up on the floor one night at Hollywood Motors. The ladder-type frame was formed from 1½in chrome-moly tubes and, according to British specialist Sean McClurg: "The chassis welding is actually very good." McClurg has recently improved the handling for Nagamatsu. The front suspension is double wishbones – drilled Jaguar XK at the top and Pontiac lower arm – matched to a shortened '58 Pontiac anti-roll bar. The rear is a simple Studebaker live axle with leaf springs. There's no Panhard rod and the location is down to the solid bushes.

"It puts the power down well," says McClurg. "The weight balance is pretty good. The Buick is a big lump but it's set well back in the chassis, and the back axle is also very heavy. When you look closely at the car, you soon realise that the

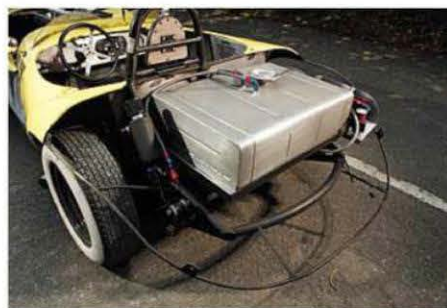
body and driveline are all over the place. Nothing is straight, including the engine in the chassis. The whole cockpit is offset, and refitting the panels is a nightmare because nothing lines up. I think Max made it up as he went along but, because this was a one-off, it didn't really matter." The rack-and-pinion steering was borrowed from a junked Morris Minor, while the drum brakes are from a 1957/'58 Buick and, reports McClurg, are "a bugger to adjust".

At the heart of Old Yeller is a 6.6-litre Buick engine with Winfield camshaft and six down-draught Stromberg 97 carburettors sitting on an Edelbrock log-type manifold. The layout runs on the front and rear carbs all the time, but from the middle of the rev range the other two come in. "You can really feel the kick at about 3500rpm," says McClurg, "but it's a sweet engine and very progressive now that the throttle has been sorted." Peak power is 350bhp at





Clockwise, from main: gauges include Morris speedo and Jaguar rev counter; Dan Gurney behind the wheel; fuel tank dominates rear; the second in a famous line



5400rpm, while the maximum torque of 360lb ft arrives at 3500rpm. McClurg has transformed Old Yeller's drivability: "Even in a straight line the chassis was moving about because the bushes were virtually oval. Fixing that, combined with the work on the throttle, has really improved the car. It was a treat to work on because I've always been a fan of engineer-racers such as Ken Miles and Mark Donohue. Max was in that mould."

A hot-rodder at heart, Balchowsky couldn't resist timing Old Yeller at a drag-racing meet, where it clocked an 11.9 secs standing-start ¼-mile with an exit speed of 124mph. It blasted from 0-100mph in just 8.6 secs, so there was little surprise that it made such good starts.

Having eagerly read about Balchowsky's specials and seen the car in 1985, it was a long-held ambition to get behind the wheel of this fabled Ferrari-beater. And it didn't disappoint. Step over the door, settle into the snug leather-

trimmed bucket seat, and the view ahead over the bonnet, with those six trumpets penetrating the battered panel, evokes a wealth of images. Even before that rude rumble of the Buick engine erupts through the unsilenced side-pipes, you're imagining Drake chasing Krause's Birdcage through the desert turns at Riverside with Pabst's Scarab filling the rear-view mirror. Such rich history is ingrained into this brutish old racer, and you can't help but feel it.

The well-braced chassis tubing surrounds the cockpit space, while the bare-metal cliff-face dash panel holds a motley selection of gauges and switches, with historic plaques for Pomona, Palm Springs and Santa Barbara tucked under the body to the right. The rev counter is from an XK while the Morris 100mph speedometer is another Balchowsky joke. The driving position – with high, bent legs, pendulum pedals and a four-spoke sprint-car-style steering wheel –

all bring to mind a well-built Ford hot rod.

The gearbox is a Muncie T-10 'rock crusher'. It features a chunky action but, with deft double-declutching, provides a slick change. It perfectly matches the grunt of the Buick Nailhead powerplant and, with so much torque on tap, you really only need third and fourth once you're rolling. Being solid-mounted, that engine vibrates right through the chassis when it's started up.

The car is a hoot to drive. Despite shaggy appearances, it feels very strong, rigid, together. The performance punch is as potent as in a 289 Cobra but, matched to beautifully weighted steering and impressively balanced handling, it inspires. After a few fast laps of our test track, I feel really confident, with the drum brakes being the only drawback. As the speeds build, the pedal travel gets ever deeper. It's easy to see why Nagamatsu has had a few moments at the Goodwood chicane because the mighty performance soon outstrips the stopping power.

McClurg has tested the car at Donington Park, where he used only third and fourth gears, and he too was impressed by its neutral character. The torque from 1000rpm is neck-snapping, and when the secondary Strombergs feed in, there's an extra push through the mid-range up to the 6000rpm limit. Like its canine Disney namesake, Old Yeller is friendly old thing, and it had me whooping all around the lap. I'll wager that Shelby's guest drives inspired the idea of the Cobra but, despite the body's ungainly looks, this has a better, more sorted chassis. 









# Beauty and the bargain

Can champion of the underdog  
**James Elliott** make a case for the  
unloved Ferrari Dino 308GT4 against  
its illustrious 246GT predecessor?

PHOTOGRAPHY **TONY BAKER**



'EVEN MARANELLO TOUTED THE DINO AS "ALMOST A FERRARI", A LOFTY DISMISSAL THAT SEEMS RIDICULOUS TODAY'



**S**urely these two Dinos have nothing in common beyond their names? Not true. Both were groundbreaking for Ferrari – so much so that they were a brand of their own – and both were initially spurned by marque devotees for turning on their head the traditions and values of the Prancing Horse. One of them has been rehabilitated to a degree, but not to the extent that current values rival those of its V12 contemporaries. The other, while undeniably enjoying an enthusiastic fanbase, still languishes as the cheapest Ferrari of all with the exception of its successor, the Mondial.

So what were their crimes? The 246GT, pretty as a picture though it is, had the 'wrong' engine, with a mere six cylinders forming the vee. Not only that, but this cuckoo engine was also in the wrong place: behind the driver. Worse still, it was transversely mounted. This was all terribly un-Ferrari and unacceptable.

The 308GT4 also pushed the envelope. No sooner had buyers just about got their heads

around the whole mid-engined thing than they then had to come to terms with a V8, the favoured format of American muscle, the very antithesis of Ferrari's engineering mantra. The engine might have been pardoned in time, but it would seem that the styling was given a life sentence. The only Maranello car since the coachbuilt era to be penned by Bertone – and its detractors delight in citing this car as the reason why none has been since – its radical, origami lines were just too much of a departure from curves for many people to stomach.

Yet a rocky reception isn't all that connects them. They are genuine rivals, on the road if not on the forecourt. Admittedly, no one with the wherewithal to splash out on a 246 is likely to be swayed by this article into instead buying a 308 and pocketing the rest, nor will anyone in the market for the latter remortgage to the tune of £130,000 and plump for the former.

But is the GT4 really only a 10th of the machine that the 246GT is? Could it be that those who buy the overlooked 2+2 are getting a driver's car that is almost on a par with its vastly

more expensive sibling? The two have a lot in common apart from breaking the mould, after all: their productions overlapped; they sold in near-identical numbers; their dimensions are surprisingly similar; they get to 60mph within half a second of each other; they top out within 4mph of each other; and both were frowned upon by *Il Commendatore* Enzo Ferrari.

The 246 came first, of course. Branded Dino – after Enzo's late son and to consciously distinguish it from 'proper', 12-cylinder Ferraris – it was intended to be a low(er) cost sports car. Even Maranello touted it as 'almost a Ferrari', a lofty dismissal that seems ridiculous today, but which serves to emphasise the Dino's birth-pains.

After Pininfarina's prototype 206 was a hit at the Turin show in 1966, it went into production the following year, its alloy skin mainly built by Scaglietti. The steel-bodied 246 (with a larger, iron-block V6) followed two years later. When the Dino was laid to rest in '74, it had more than justified its existence: the self-appointed arbiters of Ferrari values may not have liked it, but everyone else did and it sold in record numbers.





Clockwise, from left: snug cabin with offset pedals; gorgeous Pininfarina lines work best on hard-top GT; V6 jewel upped from 1987 to 2418cc for iron-block 246 of '69; nimble balance makes Dino rewarding on a B-road; no Ferrari branding for Maranello's new baby; delicate Cromodora alloys



## THE OWNER Mark Hutchinson

The year 2005 was a good one for Hutchinson, during which he bought not just this Dino, but also a 1973 Porsche 911 Carrera 2.7 RS, now sadly gone. As may the Dino be soon. It was technically for sale when Hutchinson came on our shoot, but even as he left he was muttering that he couldn't part with the three-owner car.

"It was my dream car, all stemming from watching *The Persuaders* as a child," he says. "It has been amazing and I've had to do nothing major to it." Refurbished in 1991 and repainted in its original Azzurro Dino – possibly the only right-hand-drive example in this colour – it was on display in the Haynes Motor Museum in 2010 and has covered only 50,000 miles.

Hutchinson adds: "The previous owner had it for more than 30 years. I was 'interviewed' to see if I would be allowed to buy it!"



### FERRARI DINO 246GT

**Sold/no built** 1969-'74/2732 (plus 1180 GTs)

**Construction** tubular steel chassis with steel body and aluminium bonnet

**Engine** iron-block, alloy-heads, dohc-per-bank 2418cc 65° V6, three twin-choke Weber carbs

**Max power** 195bhp @ 7600rpm

**Max torque** 165lb ft @ 5500rpm

**Transmission** five-speed manual transaxle, driving rear wheels

**Suspension** independent, by double wishbones, coil springs, telescopic dampers, anti-roll bar

**Steering** rack and pinion

**Brakes** dual-circuit ventilated discs, servo

**Wheels & tyres** 6½x14 Cromodora alloys, 205/70 VR14s

**Length** 13ft 10¾in (4235mm) **Width** 5ft 7in (1702mm) **Height** 3ft 9in (1143mm)

**Wheelbase** 7ft 8¼in (2343mm)

**Weight** 2380lb (1080kg)

**0-60mph** 7.1 secs **Top speed** 148mph **Mpg** 16

**Price new** £5485 **Price now** from £115,000





Clockwise, from above: 'star' alloys would become a Ferrari constant through the '80s; stylish dash fronts surprisingly roomy cabin; Dino name returns; GT4 was first production Ferrari since '53 to not be styled by Pininfarina; V8 engine and four seats squeezed into 2.55m wheelbase



It was joined by its controversial 2+2 stable-mate at the Paris Salon in October 1973, and that car was built for seven years, in 1976 being judged to have earned its spurs enough to actually wear a Ferrari badge. Marcello Gandini clearly didn't have to do a lot of rubbing out when comparing his drawings for the 308GT4 and the earlier Lamborghini Urraco, and that put Ferrari's nose out of joint, just as Pininfarina was fuming at having been snubbed in the first place. The chassis was a stretched version of the 246's tubular steel arrangement, and it also carried over its elder brother's other advanced (for Ferrari) features, notably four-wheel disc brakes and rack-and-pinion steering.

Engine aside, the two Dinosaurs share much mechanically, the four-Weber-fed quad-cam V8's power advantage over the triple-Weber V6 even wiping out the 246's weight advantage. This could be a far closer contest than you think.

Maybe not in the looks department, though, where the low, lithe, curvaceous sports-racer stance of the 246 has rightly earned it aesthetic immortality. Like all of the most iconic classics,

its shape is utterly seductive. The GT4 couldn't be more different, but it has aged well. Those crisp, clean lines are understated, and it's not as pointy as you might remember it. There is also a wonderful symmetry to the shape, especially in profile, thanks to the wealth of angular glass and thin pillars. Distinctive it may be, but it is genuinely attractive, too. Don't forget that it is a 2+2 – compare it to the uncomfortable silhouette of the Mondial if you need to be convinced of what an accomplished piece of packaging this was.

The battle of the interiors is a lot closer. The 246 is more sparse: a trio of stalks takes care of most of the functions and the seats and headrests are still in plastic in this 1972 car – a real rarity these days, just like its working 8-Track player. They are stylish yet comfortable, though, and the bank of dials fronting the expanse of dash is impressive. It is also more spacious than you might imagine, so you never feel cramped.

The same is true of the GT4, not least because of that extra wheelbase, though there is a fraction less room in the footwell. Even those rear jump-seats are just about usable – I survived a

40-mile run in the back after our photoshoot with no major discomfort. But what swings it for the GT4 is one of the best dashboards you'll find in any classic. From the driver's seat you feel like Dan Dare *en route* to Saturn, the major dials dead in front of you in the brushed-aluminium fascia, the ancillary items thoughtfully angled towards you. It is a very lovely place to be.

Fire it up and the V8 in the rear rumbles only semi-obtrusively, most of the noise channelled through a quartet of tailpipes. It is loud enough for you to hear the taut bongo-beat of the 3-litre engine, though, so far removed from the lazy V8s that the world had grown accustomed to.

There is nothing un-Ferrari about the gearbox. Dip the slightly heavy clutch and the long lever offers hefty, positive yet quick changes through the five fingers of that trademark open gate, before you press the organ throttle to feed those gurgling Webers and canter off again.

The steering is a delight: light and pin-sharp, with just the right amount of weight and feedback through the spindly Momo wheel. Its directness is complemented by the superb



'RUNNING ON ITS TIPTOES, THE GT4  
DIVES INTO THE APEX AND BREEZES  
AROUND SWEEPERS WITH THE  
POISE OF YOHAN BLAKE'



#### THE OWNER

### Jonathan Hampton

Hampton's first classic was a Triumph Herald, and his more recent run has included a Jensen Interceptor, Ferrari 412GT and, for the past couple of years, this 308GT4. He is somewhat smitten: "As with all Ferraris, you have to buy the best one that there is for your long-term sanity and financial well-being. This one did 6000 miles in my first full year of ownership, including a trip to the Le Mans Classic.

"When I bought it, you could see that it was a solid car that needed a refresh, and credit to the vendor Simon Furlonger, who did all of the work within the agreed price even though it turned out to be rather more than anticipated.

"I absolutely adore it. People ask why I have 'traded down' from the 412, but I don't see it like that: I always wanted one and it's lived up to all my expectations. Everyone is missing a trick."



#### FERRARI DINO 308GT4

**Sold/no built** 1973-'80/2826 (plus 840 208s)

**Construction** tubular steel chassis, steel body, aluminium bonnet and engine cover

**Engine** all-alloy, dohc-per-bank 2927cc 90° V8, with four Weber 40DCNF carburettors

**Max power** 250bhp @ 7700rpm

**Max torque** 210lb ft @ 5000rpm

**Transmission** five-speed manual transaxle, driving rear wheels

**Suspension** independent, by double wishbones, coil springs, telescopic dampers, anti-roll bar

**Steering** rack and pinion

**Brakes** dual-circuit ventilated discs, servo

**Wheels & tyres** 7½x14in alloys, 205/70 VR14s

**Length** 14ft 1¼in (4300mm) **Width** 5ft 7¼in (1710mm) **Height** 3ft 11½in (1210mm)

**Wheelbase** 8ft 4in (2550mm)

**Weight** 2833lb (1285kg)

**0-60mph** 6.4 secs **Top speed** 152mph **Mpg** 19

**Price new** £17,534 **Price now** from £15,000





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IT IS DIFFICULT TO IMAGINE THAT THE 1960s CAR COULD DRIVE BETTER THAN ITS OFFSPRING, YET IT DOES... MARGINALLY'



handling, the far-from-heavy GT4 running on its tiptoes, diving into apices like a sprinter and breezing around sweepers with the poise of Yohan Blake. It is powerful and graceful.

The biggest surprise comes from the ride. Pleasantly soft and cossetting until you push it hard, this junior supercar is nonetheless tight and wallow-free when you want it to respond. Like all mid-engined cars, its bite is extreme and immediate if you're indelicate, but treat it with respect and you get plenty of gently sliding warning long before the limits are breached.

The 308's youth may help it slightly against its family rival, because it is difficult to imagine that the 1960s car can drive better. Yet it does... marginally. The ride is firmer, which has its benefits, but the clutch is lighter and the steering even sweeter. The gearbox feels pretty similar, even though the lever is higher yet further from the driver in a right-hooker. Because you seem to sit so much lower in the 246, and the already compact car shrinks around you in a way that betters even the GT4, you are more at one with the road, feeling every nuance as you gaze out

between those steeply arched front wings to pick your line. Where the more practical GT4 is a mesmerisingly good sports car for a 2+2, there are no such caveats with the 246: it is just a sports car, plain and simple. And a marvellous one at that. Yes, it could be more powerful, but a bigger engine would upset its remarkable balance and deprive it of some of its delightful nimbleness.

The original Dino is a bit special. It seems contrary to suggest that something rocketing towards £150k and beyond is good value, but the 246 is. In its league of Ferraris, just as the GT4 in its own, it is ridiculously undervalued. Its ethos may oppose that of the Daytona, but so does its personality, and it is none the worse for it.

The GT4 may not quite live up to its progenitor, but it gets as close as just about anything else. So, a gem that drives almost as nicely as the iconic 246 for a 10th of the price? Not only the most unfairly underrated Ferrari, but possibly the most unappreciated of all classic cars.

**Thanks to Elias and Helen Elia at Autofficina:**  
020 8391 0002; [www.autofficina.co.uk](http://www.autofficina.co.uk)

## THE SPECIALIST Elias Elia



"246 prices have been rising by about 20% a year. At the moment they are £115-200,000. They are being bought by people who understand investment. That's not to say they aren't enthusiasts, but

they also expect a return. Often, they see the car as fine art, so buy it for the same reasons.

"I own a 308GT4 and think it's brilliant. Not everyone feels that way, though. Those who see what I see in it tend to be designers and others who are retro-orientated and like its period looks. Prices are on the up, but you can still get one for £15k; the difference is that demand has pushed up values for the best, and £30,000 isn't uncommon now.

"With both, the first thing to check for is corrosion because the steel was Russian and is 'delicate'. The biggest problems with engines tend to be caused by the people who work on them. The sodium-filled valves on some 246s can be tricky, so it's essential to find someone who really understands them. Find that person, sort any problems caused by previous mechanics and you should be fine. I know of plenty that are in regular use, but that I only see once a year for a service."



# GONE TO SEED

A gobsmacked **Rich Duisberg** harvests a bumper crop of exotics as he visits an eccentric Dutch farmer's greenhouse

PHOTOGRAPHY **RICH DUISBERG**



Sad-looking Alfa Romeo 2000 Sprint by Bertone supports US-spec E-type bonnet and plastic Cobra replica body. VW Type Z alongside appears sound





**W**e've all had the discussion of our dream collections, be it over a pint in the pub or on the forums, but for most of us they'll remain a fantasy. For Joop Stolze, a modest orchid farmer from The Netherlands, the selection runs to more than 650 cars. The big difference between Stolze and the daydreamers is that he has actually bought everything on his eclectic list.

While Stolze does have a small showroom displaying some spotless beauties, of rather more interest is the colossal collection in 'dry' storage in a huge greenhouse around the back. The orchids are long gone, replaced by flaking paintwork, split leather, corrosion and cobwebs. Many cars look as if they must have bankrupted previous owners; others, such as a pair of pristine Porsches, appear to have just left the factory.

There's a melancholic beauty to a faded classic on flat tyres. Some wear yellowed notes leaving operating instructions for future owners, their radios left tuned into long-gone Long Wave stations, with bags of bits in footwells and boxes in boots. There's an XK140 on my list, actually; I wonder if Joop will sell me his?



Above: diverse group of gifts beneath dying Christmas tree range from fixed-head E-type pair to a quartet of smart Porsche 914s, an Abarth 750, a Facel Vega, a vintage Rolls-Royce and a huge '40s American panel van. Left: all types of MGB are represented, most of them imported from the USA. Ex-Washington State Mk2 roadster features Federal-spec triple wipers, bulky impact overrides and side indicator repeaters



Left to right: Pontiac 8 Silver Streak is in fine order – big Jag alongside and Healey behind less so; collection of fuel pumps, signs and memorabilia adds to the museum-like experience; wonderfully patinated Alfa badges



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Left: huge selection of 'bikes includes desirable MV Agusta; MG behind is one of many TD project cars in the greenhouse. Below: dusty Fiat 1200 Pininfarina Spider – Mercedes 300 'Adenauer' will need rather more work



Clockwise, from right: cabin of Mercedes-Benz 190SL (far right, beside Siata) is crying out for attention, but increasingly valuable car appears basically sound; special finish acquired by years of storage will doubtless be buffed away when this Giulietta – one of more than 30 Alfa Romeos – is restored; crazed radial has given up the ghost under hothouse conditions – unusual hubcap bears the hexagon of Facel Vega



Above: this rare, Fiat-powered Siata Daina convertible has since found a new home – note its wacky central instrument binnacle (top)





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Above: 1965 Lotus Elan S3 in Bahama Yellow with rollcage nestling between vintageants is in need of a total restoration, but with its original twin-cam engine it's a tempting proposition – there's even still some air in the tyres! Left: amazingly, this badly damaged Triumph Italia is one of two of the Vignale-bodied coupés in the Stolze collection, from a total of just 300 cars built; the other '63 car is in rather better condition



Right: just part of the overflow collection outside, with rusty Ford Mustang blocking in Datsun 240Z, Jaguar XK140 & 150, Porsche 911s and Mercedes W116 S-Class. Above: like most of Stolze's cars, this '54 Sunbeam-Talbot Alpine (one of several) is for sale – yours for €7500. See [www.stolzeclassiccars.nl](http://www.stolzeclassiccars.nl)



Above: Mistrals, Merak, Indy and 3500 – just a small selection of the Maseratis in storage. Elsewhere you'll find two Quattroportes, a Bora, Ghiblis (coupé and Spyder), Mexicos and rare second-series Sebring





# Luxury, with a sporting twist

In a quiet corner of the Peak District,  
**Simon Charlesworth** tries to pick a winner  
from three landmark executive saloons  
by BMW, Mercedes-Benz and Jaguar

PHOTOGRAPHY **GERARD HUGHES**







**W**hen the junior executive car's second chapter began, the instigators behind the story – Rover and Triumph – were already disappearing into the BLMC abyss.

The keen-eyed Germans, though, had realised the potential of this new sector and were quick to respond: Mercedes-Benz with the W114/5 and – continuing its astounding recovery from seemingly certain financial ruin in the late '50s – BMW with its E3.

The new generation of British junior executive saloons, meanwhile, was represented by just one car: the Jaguar XJ6. Rover and Triumph would revise their 1963 progeny, but both the P6 Series 2 and the 2.5PI Mk2 were merely new brews in old bottles.

If 1967 witnessed bountiful crops of hippies, frolicking naked with butterflies while discussing the cosmos with a semolina pilchard, then '68 was the summer of love's skull-cracking hang-over. The newspapers were peppered with gloom: a legion of protests heaving with kaftan-clad baby-boomers; the Wilson government's balance of payments problems; and The Beatles, with rumoured internal tensions, would only follow up their seismic LP *Sergeant Pepper's Lonely Hearts Club Band* in November.

Who would have been interested enough in these cars to visit Earls Court for the 53rd International Motor Exhibition, pay 2s 6d for a catalogue and spend the day prowling beneath the manufacturers' signs and thick cigarette smoke? In the midst of the schoolboy brochure collectors' scrum, dollybirds and full-scale cutaways, you could admire the glittering machinery.

Well, Mr 1968 Executive was probably a

thirty-something, go-getting family man and suburban *émigré*. He would desire quality garnished with competition kudos and, in keeping with the prevalent egalitarianism, his new motor car would show that he had turned his upwardly mobile back on his parents' outdated 'know your place' credos. Doubtless he would conclude the day mulling over this tantalising trio, all of which would suit his port-and-lemon, middle-class status with its G-Plan furniture, Old Spice and stereophonic Sony TC-530 reel-to-reel tape player accoutrements.

Beneath the chic Paul Bracq-designed body of the *Strich Acht* ('slash eight' refers to the W114's 1968 ID plate), Mercedes proved that even Stuttgart wasn't immune to the period's appetite for modernity with the Fintail's replacement. Under its crisply tailored tin was a new beginning. Bye-bye low-pivot rear swing-axles and hello semi-trailing arms, plus all-round disc brakes and a choice of four- and six-cylinder petrol engines (with diesels arriving later).

The 250 *Neue Generation*'s absence of rattling sootiness means that the owner of a W114 'six' shouldn't be mistaken for a jobbing Stuttgart taxi driver. Arguably, it is more difficult for him not to be regarded as a middle-management henchman on the Bond villain company-car scheme.

The superb interior of this 250 – powered by the larger 2778cc 'six', which superseded the original 2496cc in 1970 – is a bright and airy tonic after 2012's fat-pillared behemoths. Being a 1974 W114, it comes with the post-'73 revisions, the most obvious from the driver's seat being the headrests and large four-spoke wheel. Enthusiastic drivers, however, will smart at the lack of a rev counter and clutch pedal.

Moving from the Merc, your ears register a

pleasing thunk behind you. Inside the BMW 2500 there is an even lower waistline, greenhouse visibility and a cloth-trimmed interior that is in remarkably original condition. Its VDO instrumentation is clearer and more comprehensive than the 250's and its ergonomics are unashamedly driver-centric. The tachometer wears a 6400rpm redline and, glory of glories, there's a four-speed manual gearbox – though it also came with a three-speed ZF automatic.

Sitting here, inhaling 1972, the differences in quality between Stuttgart and Munich are scarcely detectable – unlike the disparity in these two competing designs. This is the reason why a bullish BMW launched a feisty attack on long-held Mercedes-Benz territory with the ambitious 2500 and 2800 – sportier interpretations of the straight-six powered, rear-drive, four-door luxury template. Designed under Wilhelm Hofmeister in the tradition of the '61 *Neue Klasse*, the E3 is what everyone now imagines an upmarket BMW to be: stylish without whimsy, and involving to drive. It was powered by Alex von Falkenhausen's superb M30 'six'.

Stylistically, the German two are elegant, unfussy and confidently modernist – the XJ not quite so. The Jaguar's front bears clear 420 cues, with quad headlamps bookending an updated grille. Its feline rear, with flexed muscular haunches, is far more athletic than the *à la mode* Teutons with their clean, crisp, uncompromised 'edge line' profiles. Continuing the British tendency to lag slightly behind the aesthetic times, the XJ6's mid-'60s appearance refuses to be pigeonholed, save to say that it is unmistakably Jaguar – and undeniably beautiful.

The ultimate William Lyons Jaguar has a driving position that is more reclined, a higher



Clockwise: fresh dampers ought to improve this W114's handling; a proper Merc has colour-coded hubcaps; twin-carb 'six' is smooth but sluggish with automatic 'box'; famous three-pointed star motif







Clockwise: elegant E3 features the signature 'Hofmeister kink' on the C-pillar; twin kidneys, or *nieren*; clever hinged rear plate hides fuel-filler cap; Zenith carbs on this 2500; it grips and rides well, but isn't as supple or as well-damped as the Jaguar



|                          | MERCEDES-BENZ 250                                                                                                                           | BMW 2500                                                                                                                              | JAGUAR XJ6 2.8 DE LUXE                                                                                                                                                 |
|--------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Sold/number built</b> | 1968-'76/412,968 (all W114s)                                                                                                                | 1968-'77/92,415                                                                                                                       | 1968-'73/98,527                                                                                                                                                        |
| <b>Construction</b>      | steel monocoque                                                                                                                             | steel monocoque                                                                                                                       | steel monocoque                                                                                                                                                        |
| <b>Engine</b>            | iron-block, alloy-head, sohc 2778cc 'six', twin Zenith 35/40 INAT carburettors; 130bhp @ 5000rpm; 159lb ft @ 3200rpm                        | iron-block, alloy-head, sohc 2494cc 'six', twin Zenith 35/40 INAT carburettors; 150bhp @ 6000rpm; 155lb ft @ 3700rpm                  | iron-block, alloy-head, dohc 2792cc 'six', twin SU HD8 carburettors; 142bhp @ 6000rpm; 182lb ft @ 3750rpm                                                              |
| <b>Transmission</b>      | four-speed automatic, RWD                                                                                                                   | four-speed manual, RWD                                                                                                                | four-speed manual with overdrive, RWD                                                                                                                                  |
| <b>Suspension</b>        | independent, at <b>front</b> by wishbones, coil springs <b>rear</b> semi-trailing arms, coil springs; telescopic dampers, anti-roll bar f/r | independent, at <b>front</b> by MacPherson struts <b>rear</b> semi-trailing arms, coil springs, telescopic dampers; anti-roll bar f/r | independent, at <b>front</b> by coil springs, semi-trailing wishbones, telescopics, anti-roll bar <b>rear</b> lower wishbones, radius arms, twin coil-over telescopics |
| <b>Steering</b>          | power-assisted recirculating ball                                                                                                           | power-assisted worm and roller                                                                                                        | power-assisted rack and pinion                                                                                                                                         |
| <b>Brakes</b>            | discs all round, with servo                                                                                                                 | discs all round, with servo                                                                                                           | discs all round, rear inboard, with servo                                                                                                                              |
| <b>Length</b>            | 15ft 4 $\frac{1}{4}$ in (4680mm)                                                                                                            | 15ft 5in (4699mm)                                                                                                                     | 15ft 9 $\frac{1}{2}$ in (4813mm)                                                                                                                                       |
| <b>Width</b>             | 5ft 9 $\frac{1}{4}$ in (1770mm)                                                                                                             | 5ft 9in (1753mm)                                                                                                                      | 5ft 9 $\frac{1}{4}$ in (1760mm)                                                                                                                                        |
| <b>Height</b>            | 4ft 8 $\frac{1}{2}$ in (1440mm)                                                                                                             | 4ft 9in (1448mm)                                                                                                                      | 4ft 6in (1372mm)                                                                                                                                                       |
| <b>Wheelbase</b>         | 9ft $\frac{1}{4}$ in (2750mm)                                                                                                               | 8ft 10in (2692mm)                                                                                                                     | 9ft $\frac{1}{4}$ in (2762mm)                                                                                                                                          |
| <b>Weight</b>            | 3075lb (1395kg)                                                                                                                             | 2938lb (1335kg)                                                                                                                       | 3388lb (1537kg)                                                                                                                                                        |
| <b>0-60mph/top speed</b> | 12.7 secs/108mph                                                                                                                            | 9.3 secs/121mph                                                                                                                       | 11 secs/117mph                                                                                                                                                         |
| <b>Mpg</b>               | 19                                                                                                                                          | 22                                                                                                                                    | c20                                                                                                                                                                    |
| <b>Price new/new</b>     | £3495/£4500-10,000+                                                                                                                         | £3058/£6500-10,000                                                                                                                    | £1958 7s 3d/£7-10,000                                                                                                                                                  |





E3 facelift in '71 brought matt-black nose inserts, Jaguar would lose its full-height grille in 1973 when Merc's bonnet height was also reduced. Below: plain wood fillets in German dashes, perforated PVC trim in Merc, cloth in BMW, veneer and leather in Jag

shoulder line, a deeper, slightly narrower footwell and interior fittings that are bordering on the nostalgic. A parade of Smiths dials affixed to a sober wooden dashboard, a two-spoke wheel with horn-ring, and opening quarterlights – in 1968... Such is its quaint cosiness compared to the continental competition that the Jaguar feels like an elderly relative's parlour.

The XJ, however, is the exception to the rule that precious good comes from corporate rationalisation. Designed to replace Jaguar's unruly range of saloons, the XJ was endowed with engines that – in Series 1 form – would include 2.8 and 4.2 'sixes' and eventually a range-topping 5343cc V12 in 1972. Its underpinnings used an anti-dive evolution of the MkX/420G double-wishbone suspension and Bill Heynes' splendid four-coil independent rear set-up.

Refinement was the XJ's mantra, as was a degree of excellence that would keep Jaguar at the top of the class until the arrival of its replacement, the XJ40, slated for 1975 (it was 11 years late!). For the XJ to receive sufficient funding to be put into production, however, Lyons had to sacrifice his troubled firm's independence by merging with BMC and Pressed Steel in 1966.

Musing, pontificating and snapping done, we head back up to the speed-camera neutered section of the A537, the Cat & Fiddle. First up is the Mercedes. Its driving position is excellent, it cruises effortlessly with that 2.8-litre 'six' and is considerably refined. The all-round discs are impressive: powerful with plenty of feel and nicely weighted. The W114 even corners well, and responds to mid-corner adjustment without

complaint as David Evans notes when an errant HGV attempts to canoodle with the 250's offside front wing. In fact, *Autocar* observed of a similar model in '73: 'The car exhibits little roll and the adhesion is of a high standard indeed.'

Yet the Mercedes' stiff throttle lacks progression and the automatic 'box is about as responsive as a snoozing peer post-luncheon. Kickdown is sluggish and begrudging, smothering the 130bhp the straight-six can muster in exchange for greater levels of engine noise. While its ride is comfortable, this car's rear dampers have seen better days, plus its over-assisted and low-geared recirculating-ball steering is a touch vague.

In many ways, like an orthopaedic sandal, the 250 makes good sturdy sense but it also has all the sassiness and excitement of said footwear. Its lexicon includes core Mercedes virtues – solidity, longevity and integrity – yet its vocabulary lacks a capability to express entertaining emotion.

The other two, though, are fish sourced from a different kettle – one powered by a flexible, rev-happy 'six'. Indeed, their closeness is such that Evans remarks: "I'm glad you're writing this and not me. I'd struggle to pick between them."

If BMW's mission was to build a machine with greater verve than established Mercedes-Benz practice then it clearly succeeded, for this sweet 2500 is an enriching experience.

While the 1971 Jaguar's cabin has a soothing 'there-there' ambience, which is as relaxing and cossetting as its ride/handling compromise, the BMW's is a modern, informal yet comfy place of work that encourages its driver to press on. It sparkles, is finely honed, balanced, poised and





responds willingly to the throttle's attitude. Body control is well governed, the brakes are good, and then there's the steering. If, like me, your foremost automotive fetish is decent steering, the 2500's power-assisted ZF-Gemmer worm and roller aces this criterion. The slim three-spoke wheel slithers and caresses as it passes through your hands. It's positive, well-gearred, nicely balanced and full of feedback.

Rapid though the BMW is – its 9.3 secs sprint to 60mph is almost as quick as a 4.2 XJ6 – it can't compete with the Jaguar's dynamic excellence. The XJ6 has higher levels of grip, with an unsurpassed ride for something *sans* hydropneumatics, and it seems blissfully unwilling to roll on this snaking road. Indeed, after returning to the 2500 from the Jaguar and going through a tightening left-hander, a swift wide-eyed lesson in Bavarian understeer is more than enough to illustrate its Coventry rival's exemplary composure.

As we climb up from Buxton, not once does the grip from those arch-filling 205/70x15 tyres become threatened – even when the well-weighted manual-overdrive gearbox works the 2.8-litre into a sweat, filling the cabin with one of the most distinctive vocals in classicdom. Keep

the revs above 3000rpm and the baby XK comes on cam, reaching for the red region at 6000rpm.

Aside from performance, where the BMW really counters is with its responsiveness. The only chink in the XJ6's armour is its over-assisted Adwest rack-and-pinion steering; like the Mercedes it is undergeared, but it is lighter and almost completely incommunicado when compared to the 250, let alone the 2500. There just isn't any pretence of weighting or feel at the wheel, instead the driver has to rely on judgement accrued over yards, furlongs and miles.

So which would Mr 1968 Executive have bought? The Jaguar: it is the best, most beautiful car here, and it was the most affordable. As *Motor* noted in its 2500 automatic test: 'Unfortunately, the price of such sporting affluence is high... The £2475 4.2 XJ6, bogey of all lush Continental imports and in our view still bettered by none on overall merit, accentuates the burden of import duty and, perhaps, the fact that Jaguar can still teach the world something about costing.'

The XJ6 would also tap into those glorious Le Mans memories from his youth, as well as the E-type's celebrity-endorsed glamour from the decade's debut. Doubtless it would even enable

him to support Wilson's patriotic economic policy, the 'I'm backing Britain' campaign, too.

In 2012, though, the classic choice is not so clear. The XJ6 is still a superb machine that gobbles up miles with the appetite of Monty Python's Mr Creosote, yet there's always something about the BMW. Its capabilities are not all that far behind the Jaguar in purely objective terms, but it is perhaps more willing to play due to its modest 175x14 footwear, greater degree of body roll and better power-to-weight ratio.

Palm that precise short-throw Getrag four-speed 'box, experience the free-revving M30's husky howl, feed the steering just so and delight in a nimble, sporting chassis that is eager to show you a good time on your favourite road.

In due course it all depends on your priorities: sometimes the hushed calm of refinement is everything, and sometimes it isn't. 

**Thanks to Steve Elnor, who is selling his Jaguar: 07762 192874; 4Star Classics for the BMW: [www.4starclassics.com](http://www.4starclassics.com); Classic Cars Manchester for the Mercedes: [www.classiccarsmanchester.co.uk](http://www.classiccarsmanchester.co.uk); Jaguar Enthusiasts' Club: [www.jec.org.uk](http://www.jec.org.uk); Jaguar Drivers' Club: [www.jaguardriver.co.uk](http://www.jaguardriver.co.uk).**



Clockwise: front end of XJ6 clearly harked back to its 420 predecessor, but its road manners were in a different league – few cars ever matched its ride, yet it corners better than the BMW, too; 2.8 version of XK twin-cam suits manual gearbox; big cat badge





# Sale of the **CENTURY**

Porsche's roadster for the new millennium is not only a pukka modern classic, argues **Alastair Clements**, but also the biggest bargain of the noughties

PHOTOGRAPHY **TONY BAKER**









**T**he Poor Man's Porsche stigma has tarred the reputation of many an otherwise brilliant Weissach offering. Usually delivered by people who can't hope to own even the 'poverty' model they denigrate, it seems to suggest that, simply because the engine hasn't been mounted – er, a bit dangerously? – way out behind the rear axle line, it somehow doesn't deserve a place in the Porsche hall of fame.

The other common theme among these besmirched sports cars is, of course, a heavy Volkswagen content. But not only is the Boxster free from the influence of the Wolfsburg parts bin, it's also almost 50% 911 (1996). It is no coincidence that the two-seater looks similar to its exalted 2+2 sibling from the doors forward, because much of their front-end panelwork is the same, plus the 'fried egg' headlamps, doors and a significant portion of the floorpan.

From the seats back, however, there was a revolution: yes, the Boxster had a flat-six, but it was mounted between the axles – just behind the driver and passenger – and, a year before the 911 followed suit, that engine was water- rather than air-cooled. Cue further brickbats...

That the 996 and 'Boxer-roadster' were so closely related was no happy accident. As the 1990s dawned, the once-mighty Porsche was on its knees. An ageing range and a weak dollar conspired to make selling cars in the key US market very difficult, and the balance sheets made uncomfortable reading for incoming boss Wendelin Wiedeking. His response was swift: new models, a lower entry point to the marque

to attract a younger buyer, plus money-saving shared technology and components.

Appearing first as a stunning concept at the January 1993 Detroit Motor Show, the Boxster was a slightly diluted roadgoing reality three years later. As if to rub salt into an already painful wound, the new car commonly found itself grouped alongside the likes of the BMW Z3, Audi TT and Mercedes SLK from the 'hairdresser's car' brigade, rather than the purer sports car offerings from Lotus (Elise), TVR (Chimaera) or Honda (S2000). Happily, the buyers couldn't give a damn, flocking to their local dealers in droves. Sweeter handling than a 911, for less cash, *and* with a roof that comes off? "Yes please," they said. And it was good news for those Porsche snobs that they did, because without the Boxster's success – nearly 165,000 of the first-generation Type 986 were built before the 987 arrived in '04 – the all-conquering megalomaniac that is Porsche today would not exist.

That success means that there are lots of second-hand ones out there to choose from, and a happy by-product of the collective sneering the model has endured is that they are very, very cheap. Confession time: I reckon that I know the market fairly well, but I had no inkling of how affordable Boxsters had become: the cheapest we found was just £3400! Be advised, however, that in such a lowly price band it'll be a fragile 2.5, high mileage, and almost certainly a Tiptronic S auto, so you probably wouldn't be well advised to spend that little unless you're a trained Porsche mechanic who fancies a busman's holiday.

Yet there are plenty of bargains out there that wouldn't be daft buys: £5-6000 should secure a

## The specialist



"I started with Porsches in '85 before moving to BMWs," says **Paul Noon**, who is also a Veteran Car Club stalwart.

"When I semi-retired a year ago, I decided to specialise in Boxsters because they are such fantastic value. The low

prices have stimulated the market and that 'city boy' stigma is starting to fade as people realise what great cars they are. Just look at it: all that style and that driving experience for £8k, when you can pay £18k for a new Astra. It's amazing!

"Sub-£5000 cars exist, but you need to look hard at them. The difference between a £5k 2.5 and an £8k 3.2 is more than mileage and age, so buy the best you can afford and it'll be cheaper in the long run. Nearer £6000 is fair for a decent early non-S privately, and it will be at least £1k more from a dealer because they are taking all of the risk. At this level people are buying their dream cars, so selling them is a real pleasure. As for running costs, there are pattern parts and lots of independent specialists, plus it'll do 30mpg all day long if you're careful.

"Servicing is everything. It's unrealistic to expect a car in this range to have a full main-agent history, but make sure that any 'specialist' is just that. Engines will do 150,000 miles, but regular oil changes are key. And don't get too hung up about ownership history: five or six previous keepers is not uncommon."

'WITH 53% OF THE WEIGHT OVER THE REAR WHEELS, TRACTION IS SUPERB'







Clockwise, from above: white dials lift otherwise resolutely black cabin, but leather came in brighter hues, too; 17in five-spoke alloys are standard on S (2.5s and 2.7s had 16s), red-painted calipers an optional extra; standard car had an oval exhaust, 3.2 S twin central pipes



reasonable 2.5, and well under £9k will buy this 60,000-mile 2001 Boxster S, with all the toys and a 3.2-litre flat-six producing a healthy 252bhp rather than the 220 of the 2.7s and lowly 204 of those early 2.5s. It is also finished in increasingly desirable Guards Red: as the Boxster moves from junior stockbroker's daily hack to enthusiast's weekend toy, the default-choice metallics begin to look less appealing than the more individual colours on the Porsche palette.

So where's the catch? Erm, we're struggling a bit here. The looks, maybe? It's nowhere near as dramatic as the original concept car – largely styled by American Grant Larson under Harm Gargaay – and not a conventional beauty. I've never much liked those headlights either, or that 'fence' spoiler that automatically rises at speed to stabilise the car, but its push-me-pull-you style has aged better than the 996. The blend of contemporary and retro, with hints of the 550 Spyder and 718 rather than the angular modernity of the 914, still seems fresh – aided by the fact that the current (third) generation 981 looks broadly the same. Oddly, this pre-facelift 'amber indicator' car seems less dated than the 2003 Model Year cars, which had a stop-gap makeover to help the original offering last until the arrival of the much-revamped 987 of 2004. Oh, and to avoid it looking under-wheeled it really does need the 17in alloys standardised on the S from launch in autumn 1999, when the base model was also uprated from 2480 to 2687cc (spot an S by its grey air-intake grilles in the nose).

Undo the manual latch and, with a subdued electrical whirr, the simple, snug-fitting hood folds in 12 secs to lie flush with the rear deck, opening to reveal a pair of classic, slim-backed

Porsche chairs and a resolutely black expanse of dashboard. From within the sober cabin – unless your car has one of the lazier leather options – you have to rely on little touches to get your rewards. Details such as the oval theme that stretches from the vents to the vanity mirrors; or the aerofoil-style 'bridge' over the instruments, carried over from the concept car; or the shape of the rear-view mirror, which mimics that of the scene behind, as framed by the headrests and roll-over hoops. There's also real pleasure to be had from something so beautifully finished: not ostentatious, but perfectly 'hewn' in that Germanic manner that makes a 30-year-old 911 still seem factory-fresh – and which means that this 11-year-old, 60,000-mile Boxster makes swift progress with not a creak or a rattle.

Fire up and that slightly offbeat boxer rhythm soon settles to a quiet, unobtrusive idle. If you're after TVR-like aural thrills at posing speeds, you'll be disappointed. Likewise, if you're looking for dragster pace, a 2.5 and even a post-'99 2.7 can feel a bit wheezy alongside a Chimaera 500 or a BMW Z3M, and with that light, slick cable-operated six-speed 'box (lowlier models got just five ratios) you don't get that sense of the gears meshing as you do in, say, a Honda S2000. But with the Boxster it's the complete package that is so compelling: the muscle roadsters founder in the wake of its cross-country balance, and the Japanese screamer can't match its sublime steering or sonorous howl.

In 3.2-litre, 252bhp Boxster S form at least, it's plenty quick enough: with 53% of the weight sitting over the rear wheels, traction is superb and it sprints off the line with a chirrup from the rear wheels, howling to 60mph in 5.7 secs. And





Clockwise, from left:  
access isn't great for  
amateur grease monkeys  
– though you can top up  
the oil; fit and finish are  
superb – side airbags from  
2000 model year; vent  
grilles inset for pre-  
facelift cars; impeccable  
balance, grip and steering  
inspire huge confidence

the needle will stop climbing just 14mph shy of the final 175mph mark on the speedometer.

The large central rev-counter – white-painted for the Boxster S, as are the two dials that flank it – is like a volume control for that dry-sump, quad-cam 'six'. Muted slightly by its water jackets and with a smoother, more turbine-like song than the fluttering of an air-cooled 911, it is nonetheless a gorgeous-sounding motor – tuned to perfection by the non-standard DesignTek twin exhausts fitted to this example. The Vario-Cam variable timing means that it's fairly happy to lug at lower revs, but this unit thrives in the upper reaches and really comes on cam past 4000rpm, developing a delicious flat-six wail as it spins willingly towards its 7200rpm redline.

The middle pedal operates all-disc brakes that are similarly impressive: strong, intuitive, with excellent pedal feel – and light in operation compared to the well-oiled stiffness of the clutch and throttle. But all of these elements are really ancillary to the main event, provided by the Boxster's chassis and exquisite speed-variable steering. The light, stiff structure wears MacPherson struts at each corner rather than the 'race-derived' double wishbones that other makers seem so proud of, yet the first impression is an overwhelming sense of stability, surefootedness and immaculate balance. Now I must confess that I love the challenge of a 911, the smug knowledge that you



## Buyer's checklist

- Correct, N-rated tyres are a good sign: cheap rubber suggests less fastidious past care
- Hood-well drainholes get blocked, the well fills with water, then under braking it can spill over the bulkhead and down on to the electrics causing various problems; check under the passenger seat for damp
- Boxsters are two-side hot-dip galvanised and don't rust, so any corrosion suggests accident repair; also, look for the factory options paper sticker under the bonnet – if it's missing, the car may have had a whack
- Cracked heads – particularly on 2.5s – lead to water into the combustion chambers and they can 'hydraulic'; timing-chain tensioners also fail – listen for vibrations past 4000rpm that can indicate crank issues. Rear main seals leak, but it isn't an engine-out job
  - Front and rear drop-links and wishbones wear, listen out for rattling at low speed and budget for replacements
  - Worn gearboxes can lead to jumping out of second: get on and off the throttle and look for excessive gearlever movement
- Pre-2003 facelift cars have Perspex rear windows that go milky and crack, particularly in very cold conditions – a £250 fix. A full replacement hood is nearer £1000
- Look for leaves, muck and corrosion in the front offside grille below the headlamp: moisture causes the air-conditioning condensers to rot out



need to learn it, to 'tame' it, to truly get the best from the car, but the Boxster is different: this was a roadster designed to appeal to all-comers and, even if you've never driven a mid-engined car before, within minutes you have the confidence to push it without the need to acclimatise. So grippy. So neutral. So viceless. Sure, there will be the inevitable bite-back if you don't respect the laws of physics mid-corner, but at sane road speeds the Boxster never feels anything other than on your side, when a 911 always gives that slight unease that it could be a turncoat.

It dives in instantly, without that classic 911 'bob', and the super-light steering adds weight as the cornering forces build, incorporating that special Porsche genius that somehow manages to permit millimetre-perfect accuracy and transmit all of the feel and feedback you could wish for, without any wrist-jarring kick-back from poorly surfaced Sussex roads. There's a hint of Lotus brilliance going on here, and the same is true of the ride, which is supple with just a touch of roll to let you know how hard you are pressing on, but with impeccable body control

and superbly resolved damping that never crashes or sends shudders through the shell.

Maybe the only thing this car lacks is the hair-shirt sense of living with a classic that gives it added character. It's just too quick, too capable, too reliable – a bit too clinical. Perhaps you *should* go for a cheap 150,000-mile car in the hope that it might break down and bits may fall off now and again. Just don't expect to be doing much home maintenance: the only readily available engine components are fill points for oil and water in the boot. Buy well, however, and you shouldn't need to trouble the access hatches in the hood well and behind the seats. Affordable, usable and thrilling, it's the perfect all-rounder. Hell, it's even a comfortable and relaxing motorway cruiser, with 260 litres of boot space split evenly between the nose and tail. Never before did being poor bring such richness. 

**Thanks to Paul Noon at Mortimers Prestige:**  
01798 872373; [www.mortimersprestige.co.uk](http://www.mortimersprestige.co.uk);  
**Chris Cobley at Diablo Engineering:** 01444  
400489; [www.diabloengineering.net](http://www.diabloengineering.net)

## PORSCHE BOXSTER S

**Sold/number built** 1996-2004/164,874  
(all 986s, 48,943 of them Ss)

**Construction** steel monocoque

**Engine** all-alloy, dohc-per-bank 3179cc  
flat-six with Bosch fuel injection

**Max power** 252bhp @ 6250rpm

**Max torque** 225lb ft @ 4500rpm

**Transmission** six-speed manual, RWD

**Suspension** MacPherson struts, anti-roll  
bars; longitudinal and transverse links (f),  
lateral and trailing links (r)

**Steering** rack and pinion, with speed-variable  
power assistance

**Brakes** ventilated discs, with servo and ABS

**Wheels & tyres** 17in alloys with 205/50 front  
and 255/40 rear Michelin PilotSports

**Length** 14ft 3in (4315mm) **Width** 5ft 10in  
(1780mm) **Height** 4ft 2¾in (1290mm)

**Wheelbase** 7ft 11¼in (2415mm)

**Weight** 2840lb (1290kg) **Mpg** 21.4

**0-60mph** 5.7 secs **Top speed** 161mph

**Price new** £38,150 (2000)

**Price now** from £6000





# In the SEAT of POWER

Flamboyant Tory MP Sir Gerald Nabarro was fond of one make of car, says **Martin Buckley**, in particular his "Little Daimler" Conquest Drophead Coupé

PHOTOGRAPHY JAMES MANN









'THE PUBLIC LOVED AND LOATHED NABARRO'S UPPER-CRUST PERSONA IN EQUAL MEASURE'



**S**ir Gerald Nabarro is a name that won't mean much to anyone under 50 but, throughout the '50s and '60s, this Conservative MP for Kidderminster was a colourful part of the British landscape. Booming and fruity of voice, always nattily dressed, Nabarro was best noted for his extravagant and well-groomed facial hair and his equally extreme right-wing views, particularly when it came to ethnic minorities and the 'permissive society'. His opinions made him an absolute gift to the political cartoonists of the day as well as a popular/controversial guest on the early TV panel shows.

Wealthy and self-made, his upper-crust persona was perhaps a façade – he was no more of a 'real' toff than, say, Terry-Thomas – but Nabarro made no secret of his lower-middle-class beginnings in north London and relished playing the part. He openly enjoyed the notoriety that it brought him, plus the public loved and loathed him for it in roughly equal measure.

Neither was he entirely a 'rivers of blood' merchant in the Enoch Powell mode – his Clean Air Act was of genuine social value, banishing killer smog from British industrial towns and cities – and in his lighter moments Sir Gerald (he was knighted in 1963) was also keen on cars. He was very much the 'the motorist's friend' in his political life. As Chairman of the House of Commons Motoring Committee, Nabarro almost certainly provided the inspiration for Peter Simple's *J Bonington Jagworth* satires in *The Daily Telegraph*: the famous 'Staines Motorist', leader of the Motorists' Liberation Front and owner of a Boggs Super-Oaf convertible.

Nabarro's automotive passion was Daimlers. He owned a succession from the mid-'50s onwards, his final examples being the Sovereign 4.2 and 2.8 models (replacing a Majestic Major and a V8-250), wearing his famous NAB 1 and NAB 2 personalised numberplates that were almost as much as a trademark as his moustache.

Nabarro was a keen 'auto-numerologist', a pioneer numberplate collector who devoted an entire chapter to the subject in his second autobiography, *Exploits of a Politician*. In it he tells us that he owns NAB 1 to NAB 8, the first three allocated to the Daimlers used by himself and Lady Nabarro (the third for the 'office car'), plus the others for those owned by his four children, which by 1973 included a variety of Minis (NAB 4, 5, 6 and 8) and an Escort Mexico (NAB 6). He secured NAB 10 in the end (he used it on a Riley Elf) but missed out on NAB 9. 'NAB' was actually Nabarro's local Worcestershire prefix.

He reallocated the plates freely between a range of vehicles that he kept at his magnificent Cotswold stone house – Humber Super Snipe, MG 1100, a Cortina estate and even a pair of mopeds used by his gardeners – so as to avoid having to put them on retention. When 'NAB' became the suffix rather than the prefix, Nabarro acquired 1 NAB to 20 NAB for his firm's vans!

Dozens of cars must have come and gone over the years, but the one he would never part with was NAB 3 – the dark green Daimler Conquest Drophead Coupé that he bought new in '56.

Daimler's blundering post-war story is one of a firm trying to reassert itself in a world of flashier values, in which its straight-eight-engined dinosaurs no longer had a place and its small batches of dumpy straight-six saloons struggled





Clockwise: Nabarro was a caricaturist's favourite; Sovereign NAB 1, in which he went wrong way around Totton roundabout; wife and son Jeremy in NAB 3



Above: fitted cases were made for annual grand tours. Sidescreens stow in a pouch behind the seats. Big 'six' feels eager, mated to clever preselector 'box

to compete with the latest sleek and speedy Jags on value or driver appeal. The '53-'58 Conquest was one of the commercial bright spots of the Docker era, a car that recognised a demand for a smaller, handier Daimler saloon for the middle-class pocket that sold in reasonable quantities.

The surprise launch alongside it at Earls Court in '53 was the Conquest Roadster, a two-seater based on the 2.4-litre saloon's box-section chassis and the first sports Daimler for nearly 50 years. Model DJ254/5 was said to have been designed and built in six weeks and was a curious-looking car, particularly with the slightly miserable hood and sidescreens raised, thus emphasising the long tail – which at least allowed a big boot – and the fact that the saloon's 8ft 8in wheelbase had been persisted with. A wrap-around windscreen and vestigial fins were concessions to fashion, but its 5in-squatter fluted Daimler radiator shell looked ill at ease.

Sitting tall on 15in wheels, this awkward shape – which nonetheless won a coachbuilder's medal at Earls Court that year – undermined the soundness of the engineering beneath. Priced within a few pounds of the Jaguar XK140, the roadster would top 100mph on 100bhp, thanks to its horizontal twin SU carbs (the reason for the twin bonnet ducts), a high-lift cam, larger valves and higher-compression alloy cylinder head. The engine was 25bhp stronger and 30lb lighter than the saloon's and was more frugal at up to 30mpg. It had bigger brakes, too – the rears mechanically actuated – and there was nothing basically wrong with its laminated torsion-bar front suspension or the half-elliptic leaf springs supporting the live rear axle that it inherited from the four-door.

Had it been prettier, the Daimler Roadster, with its steel panels by Carbodies of Coventry (only the early ones were all-alloy) might have been the XK challenger that Daimler had intended. It was by no means bad, yet only 65 found buyers before it was dropped in favour of the 'New' Drophead Coupé for 1956.

This version had wind-up windows, a more substantial-looking hood, a heater and an extra sideways-facing third seat behind the driver's that could be removed to increase luggage room. It was in this form, priced at just over £2000, that Nabarro placed his order for NAB 3 in '56.

"Everyone will tell you that he had Rolls-Royces, but he only had Daimlers and before that Armstrongs," says Nabarro's son Jeremy, who inherited NAB 3 in 1973 and now uses it "just for pottering around in". Why was his father so loyal to Daimler? "I think they were the right balance between being fairly smart without being as ostentatious as a Rolls-Royce."

The car lives on a Wiltshire farm with Jeremy, an architect, who retains a couple of 'NAB' plates on his moderns: "The 'Little Daimler', as he called it, was the love of his life. He kept it in a heated garage and didn't use it all that much. He'd take mother on grand tours once a year, staying in posh hotels on the continent." In the boot, as testimony, there is a set of fitted suitcases for Sir Gerald's large selection of hand-tailored suits: "He was a bit of a clothes horse, my dad."

NAB 3, having deteriorated through the '70s and '80s in less-than-ideal storage, was restored at considerable expense in the early '90s by TT Workshops. Today it is still pretty sharp and is much less ungainly in the metal than it looks in photos; the sombre colour scheme suits it.

With a break in the clouds, we lower the hood





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Hood tucks neatly out of the way to keep the car's profile clean. Quirky fins hinted at SP250 to come. NAB was Nabarro's local Worcestershire prefix

'DAIMLER PRE-EMPTED THE MODERN APPETITE FOR GRAND TOURERS IN THE MERC SL MOULD'



and settle behind the huge steering wheel in generously dimensioned saloon car-type seats with rather upright backrests. The straight-six catches immediately with choke and there is a ghostly whirring noise from somewhere under the dash as the cold oil in the fluid flywheel of the preselector gearbox finds its rightful place.

The transmission is easily learned. If you want to extract maximum performance, you can shift cogs as quickly as you like simply by flipping the lever on the quadrant to the right of the steering column through positions 1, 2, 3 and 'T' (for top) and then pressing the gearchange pedal (not clutch) when you want that ratio. You can sit in gear at a standstill without stalling and pull away in top if you like because the fluid flywheel magnifies the engine's flexibility. The ratios are quite closely stacked and there's enough torque to make the rear wheels squeak when you punch the 'clutch' for second. More relevant is the neat way that you can set the car up for its next gear without taking your hands off the wheel as you move the selector with an extended forefinger.

The Conquest is lively and willing. It makes well-bred six-cylinder noises as it accelerates, and once into top feels as if it could hold 80mph all day. The ton would mean pushing the engine out of its comfort zone beyond 5000rpm, but it feels good for it in short bursts of enthusiasm. Although it can give the occasional suggestion of skittish oversteer when provoked, the handling is determinedly conventional with safe understeer and never feels soggy in ride or cornering. Neither does the steering, which lightens nicely as soon as the Daimler gets under way and is thoroughly acceptable in feedback and gearing through the 3½ turns of its 34ft locks.



Had the firm only realised it, Daimler had pre-empted the modern appetite for comfortable grand tourers in the Mercedes SL mould with the lively and civilised Roadster and Drophead Conquest models. Well-made, easy to drive and reliable, the car could have become quite the fashion accessory had it been more conventionally attractive. As it was, only 54 Dropheads were ordered and production ended in 1957.

Sir Gerald Nabarro at least loved his "Little Daimler", but by the early '70s he was spending much more time in NAB 1, which by then had reinvented itself as a Sovereign 4.2. It was in this car that he was famously found guilty (but later acquitted) of dangerous driving after it was spotted going the wrong way around a roundabout at Totton near Southampton. Guilty or not, it seems a minor misdemeanour compared to the exploits of his 21st-century counterparts. And it would be a shame to think it was the strain of defending his innocence that put this hard-working MP – who never started an illegal war, had relations with a rent boy or fiddled his expenses – in an early grave at 60 years old in 1973.



## DAIMLER CONQUEST NEW DROPHEAD COUPÉ

**Sold/number built** 1954-'55/65, Conquest Roadster; 1955-'57/54, New Drophead Coupé

**Construction** steel chassis, steel body

**Engine** iron-block, alloy-head, overhead-valve 2433cc straight-six, twin SU carburetors

**Max power** 100bhp @ 4400rpm

**Max torque** 130lb ft @ 2000rpm

**Transmission** four-speed Daimler fluid flywheel preselector, driving rear wheels

**Suspension: front** independent, by wishbones, laminated torsion bars **rear** live axle, semi-elliptic leaf springs; telescopic dampers f/r

**Brakes** Girling drums all round; hydraulic at front, mechanical at rear

**Steering** Bishop Cam box

**Length** 14ft 10in (4521mm) **Width** 5ft 5in (1651mm) **Height** 4ft 9¼in (1467mm)

**Wheelbase** 8ft 8in (2642mm)

**Weight** 2688lb (1220kg)

**0-60mph** 14.5 secs

**Top speed** 101mph **Mpg** 21-30

**Price new** £2000 **Price now** £15-40,000



# RECORD BREAKERS

**James Page** marvels at the world's fastest cars, from steam power to sound barrier

**F**or as long as there are people who say that something can't be done, there will be others who will strive to prove them wrong. And so it is with the Land Speed Record – a constant quest to push the limits in a pure winner-takes-all battle. The cars have evolved from ones that, at a glance, bear a slight resemblance to those found on the road or racetrack, to others more closely related to jet fighters. Yet record attempts have always been about bravery, skill and engineering excellence – plus a hefty dose of national pride.

The first record was set in 1898 by Count de Chasseloup-Laubat at 39.24mph in an electric Jeantaud. Electric cars dominated the early days, then came steam, piston and jet engines; teams have used venues ranging from public road to circuit and salt flat. All have expended huge amounts of time, energy and money to then spend a few seconds tearing through the measured mile and, as Richard Noble once put it, "succeeding yourself out of business." Until, that is, someone faster comes along.

## 1 GREEN MONSTER

Art Arfons took on the super-slick Craig Breedlove with his 'Green Monster', which was based around a General Electric J-79 jet engine that he bought from a scrapyard for \$700. The car's external dimensions were dictated by the size of the old school bus that Arfons used to transport it but, in some ways, it was quite a sophisticated machine. It used a hydraulically adjustable wing, for example, to increase front downforce as the speeds built. On Arfons' return run in October 1964, a tyre blew, the parachutes disintegrated and the brakes failed but he left the record at 536.71mph. In late '65, he raised it still further to 576.53mph.

**Anorak fact** The J-79 engine was still classified when Arfons bought it. The USAF attempted to buy it back, to no avail



CHARLIE MAYENSCHEIN



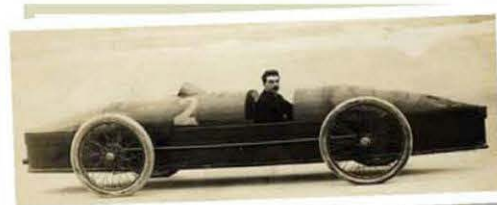
THE BROOKLANDS MUSEUM ARCHIVE

## 2 SUNBEAM 1000HP

Sir Henry de Hane Segrave had already topped 150mph with the Sunbeam Tiger, and again turned to the Wolverhampton firm in order to break the 200mph barrier. Louis Coatelen and Captain JS Irving designed a monster – two V12 engines gave a total capacity of 44,880cc, the chassis side-members were 14in deep and, when it was fully laden, the car weighed four tons.

In early 1927, Segrave travelled to Daytona, USA, carrying out steady test-runs in front of a vast crowd. On 29 March, he felt ready to go for the record. At the end of the outward leg, the aluminium brake shoes melted – faced with a choice of the ocean, the Halifax river or sand dunes to slow down, Segrave chose the ocean. He then nonchalantly turned the Sunbeam around without so much as stopping, and set off on his return pass. His two-way average was 203.79mph. With his target achieved, Segrave saw no reason to try again so, by 11am, he was all done and transmitting the good news to the UK press via the 'transatlantic wireless telephone'.

**Anorak fact** The Sunbeam's slug-like shape was developed in the Vickers wind tunnel



## 3 STANLEY STEAMER

The Stanley brothers' record-breaker was based on the chassis of a standard 10hp model. The boiler, water tank and horizontal twin-cylinder engine were all positioned behind the intrepid driver, Fred Marriott, who had to rely on tiller steering to plot a course down Daytona's Ormond Beach. On 26 January 1906, Marriott smashed the existing record of 109.65mph, raising it to 121.57mph. In a time of constant development and rapid progress, the record stood for more than three years.

**Anorak fact** Marriott ran a Stanley workshop in Massachusetts until after WW2

STANLEY MUSEUM





#### 4 BENZ 200HP

In 1909, Dr Hans Nibel designed a new car based around the 150hp Benz. The result was an increase in capacity to 21,504cc for the four-cylinder engine, a lighter chassis and a more streamlined body. Six of the 200hp cars – nicknamed ‘Blitzen’ – were built. Victor Hémery used the first one to hit 125.94mph at Brooklands on 6 November, before the car was exported to America. In 1910 and ‘11, it went faster in the hands of Barney Oldfield (131mph) and Bob Burman (141mph) but, by then, it had been decreed that the LSR should be calculated from the average of two runs in opposite directions. The one-way American records were not officially recognised.

On 24 June 1914, LG Hornstead turned up at Brooklands with the third 200hp chassis built and became the first man to set a record that fulfilled the two-way requirement. At 124.10mph, his average was actually slightly slower than Hémery’s best run, but them’s the rules.

**Anorak fact** The Hémery car was raced at Brooklands after WW1 by Count Louis Zborowski, who subsequently re-used its gearbox when he built the Higham Special

#### 5 GOLDEN ARROW

Once again designed by Irving and driven by Segrave, Golden Arrow – or, to use its official title, the Irving Special – is one of the most recognisable of all LSR cars. It made do with just the one Napier 12-cylinder engine, which wasn’t even supercharged. The 930bhp on offer, however, was plenty. Whereas the two previous records, set by Malcolm Campbell and Ray Keech, had raised the bar by only 4mph, Segrave swept them both aside by posting 231.26mph, a gain of 24mph.

**Anorak fact** The Golden Arrow featured a gun-like ‘sight’ so that Segrave could accurately position the car during his runs



#### 6 THRUST SSC

While Richard Noble embarked on a constant struggle to keep his latest Thrust project afloat, Ron Ayers, Glynne Bowsher and Jeremy Bliss led the way in creating a car designed to tackle the next great unknown in LSR history – breaking the sound barrier. Thrust SSC was powered by two Rolls-Royce Spey 202 engines, which produced a combined output of 80,000hp. It was 54ft long and weighed 10½ tons, but the shape demanded a rear track of only 1ft. Bowsher designed the staggered rear wheels so that they would also do the steering.

RAF Squadron Leader Andy Green was selected to drive this groundborne jet. His cool nature (sample onboard commentary: “700mph, just about in control, on the wrong line – don’t worry about it”) and the team’s professional approach led them step-by-step towards the record. On 15 October 1997, they achieved their ultimate goal. With rivets popping out of the body panels on each run, and a six-figure overdraft hanging over the project, SSC streaked across Nevada’s Black Rock Desert twice more, each time to the accompaniment of a sonic boom, and left the record at 763.035mph – Mach 1.0175.

**Anorak fact** The steering system was tested on a Mini that had its track and wheelbase adapted so that it was a scale model of SSC



#### 7 FIAT ‘MEPHISTOPHELE’

This car was almost 16 years old when it took the record, having started life in 1908 as a Fiat SB4. Following WW1, it was raced at Brooklands by John Duff before the engine blew. It was then bought by Ernest Eldridge, who modified the chassis so that it could accept a 21,706cc six-cylinder Fiat aero engine.

In July 1924, Eldridge battled René Thomas in a straight fight for the LSR on public roads at Arpajon, France. *The Motor* described Eldridge’s ragged-edge approach as ‘one of the most appalling things which the writer has ever witnessed ... the crowd left the rails as one man and took cover’. Eldridge pipped Thomas’ Delage, but the Frenchman claimed the record on a technicality: the big Fiat lacked a reverse gear. Eldridge soon sorted that, and returned on 12 July to raise the mark to 146.01mph.

**Anorak fact** It was rumoured that Eldridge had used parts from a London bus when modifying the chassis to take the larger engine



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# CLASSIC & SPORTS CAR TOP TEN

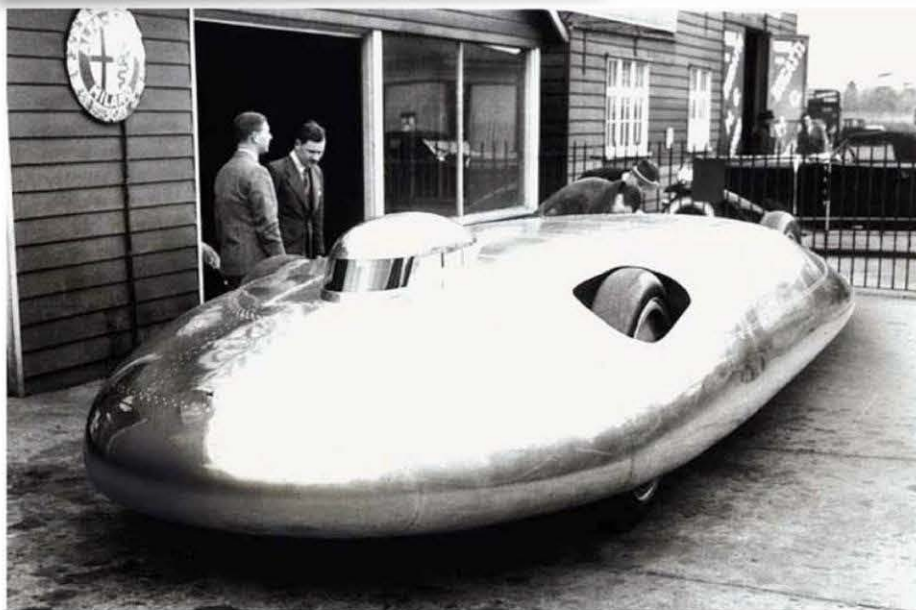


## 8 BLUEBIRD CN7

Having battled inclement weather and endless delays, Donald Campbell finally followed his father into the history books by claiming the record at Lake Ayre, Australia on 17 July 1964. He did it using one of the best-looking LSR cars of all – Bluebird CN7, powered by a Bristol

Proteus gas-turbine engine. The car was capable of much more than the 403.1mph Campbell achieved, but the wet, rutted salt flat forced him to use a shorter course. Breedlove had already gone faster but, in the short time it took the governing body to make up its mind about pure-thrust cars, the wheel-driven Bluebird held the official record.

**Anorak fact** To enable the team to transport Bluebird to Lake Eyre, the Australian government had to grade 65 miles of road



## 9 RAILTON SPECIAL

The combination of John Cobb, Reid Railton and Napier engines was already a proven one by the time they headed for the Bonneville Salt Flats: in 1935, Cobb had set the Brooklands Outer Circuit lap record of 143.44mph in the Napier-Railton. Three years later, they took the Land Speed Record with the Railton Special. Beneath the slippery shape were two supercharged Napier Lion 12-cylinder engines – one driving the rear axle, one driving the front, and both positioned behind Cobb. The whole bodysell had to be removed for refuelling and tyre changes; it could be lifted off by six men.

This was to be one of the most enduring LSR cars: its first success came on 15 September 1938, when Cobb broke George Eyston's record, posting a new target of 353.30mph. Eyston, however, struck back within 24 hours and it wasn't until 23 August 1939 – just days before the outbreak of war – that Cobb regained it at 369.70mph. After a further raft of modifications to the car, he went on to set a new high of 394.19mph in September 1947.

**Anorak fact** There were no radiators on the Railton Special. Instead, an ice tank was used for cooling

## 10 SPIRIT OF AMERICA

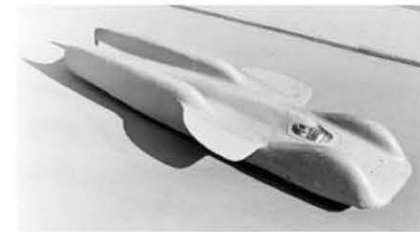
Craig Breedlove's new challenger moved the goalposts in that it was driven purely by the thrust from its GE J-47 jet engine and had only three wheels.

There were teething troubles: the J-47 played up and the steering – controlled at low speed by braking the relevant rear wheel, and at high speed via a nose-mounted fin – had to be replaced by a standard set-up that moved the front wheel. Once sorted, however, the effect was dramatic – only months after Campbell's 403mph effort in 1964, Breedlove reached 526.28mph.

**Anorak fact** Breedlove ended his record run in a dyke after his parachutes and brakes failed



## The also-rans



### MERCEDES T80

This Daimler-engined projectile was intended to be used on a modified stretch of *autobahn*. The outbreak of war halted the project before it ran.

### BLACK HAWK STUTZ

Frank Lockhart took on Campbell and Segrave with the Black Hawk Stutz, but a burst tyre led to a fatal crash in April 1928.

### FIAT S76

This 1909 beast used a 28-litre engine, but endless issues meant that it never reached its potential.



### SPIRIT OF AMERICA

The 1990s incarnation toppled on to its side during an early run, leaving Breedlove a thankfully unharmed passenger after a 670mph U-turn.

### CITY OF SALT LAKE

In 1960, Athol Graham – a devout Mormon – turned up at Bonneville believing he had been 'chosen' to break the 400mph barrier. Sadly, he hadn't, crashing to his death during the attempt.

### STANLEY STEAMER

The 1907 version could have put the record further out of reach for its internal-combustion rivals, but it was written-off on its first run.



### SILVER BULLET

Engine problems and unkind weather limited Kaye Don to a one-way best of 190mph at Daytona in 1929 in Sunbeam's final LSR car.

### McLAREN MAVERICK

Big-budget attempt by the F1 team was launched in 1993, but no car ever appeared, much less ran.

### BUDWEISER ROCKET

A sidewinder missile propelled this controversial car unofficially close to the sound barrier in '79.

### AUSSIE INVADER

Roscoe McGlashan's Thrust 2 lookalike never really behaved itself, and SSC put the record out of reach before he could have a proper go at it.







# TIDDLERS ON THE HOOF







From left: Toyota and Fiat use 13in wheels, Frogeye is on 12s; Sports 800 is powered by an air-cooled flat-twin, which is more fun than it sounds; this Sprite's A-series engine features period Alexander upgrades; the Frogeye handles smartly and boasts the sharpest responses of our trio

Clockwise, from above right: Toyota grips well – the incredibly light steering needs only the most gentle of inputs; simple steel wheels for the Fiat; the Italian car's engine was upped to 903cc and 52bhp for the 1968-on Sport Spider; removing the Toyota's roof leaves a Surrey-style top

**T**here's a purity about small sports cars that can sometimes be lost when weight and cubic capacity start to increase. They may not win many traffic-light drag-races, but over twisting roads the best examples offer more excitement at 50mph than other models do at almost twice that. Two of the three cars here – the Austin-Healey Sprite and Fiat 850 Sport Spider – make extensive use of components from far more humble stablemates; the other, Toyota's Sports 800, takes a somewhat left-field approach. All prove that less can often be more.

The partnership between Austin and Healey Motor Co began with the 100 in 1952 and, as the decade progressed, their overlords at BMC realised that there was an opportunity to create a small sports car to fill the gap in the firm's line-up beneath the 100/6 and the MGA. Donald Healey's son Geoff took charge of the new model, which was to rely on the running gear from the Austin A35 to keep costs down.

The A35's steering box was binned in favour of the Morris Minor's rack-and-pinion system, and the 948cc A-series engine gained a pair of SU carburettors rather than the standard single Zenith. There were other modifications, too: at the back, quarter-elliptic springs replaced the saloon's semi-elliptics; and the layout for the rear

brakes was altered so that each had its own slave cylinder. On the A35, one slave cylinder operated both via a mechanical linkage.

It was all very well incorporated into Gerry Coker's design, which itself is a masterpiece of simplicity. There is not a single extraneous detail to be seen. There aren't even any doorhandles – you have to reach inside for the release. If you want access to the boot, you have to dive in head-first behind the seats because there's no bootlid.

## 'THE SPRITE'S APPEAL IS THE SAME TODAY AS IT'S ALWAYS BEEN – BACK-TO-BASICS FUN'

It would have been even sleeker had cost concerns not ruled out the intended pop-up headlights. Instead, they were fixed, a decision that gave the car its instantly recognisable face. Having received permission from Daimler, which had acquired the rights from Riley, Austin was able to name its new baby the Sprite, but everyone was soon referring to it as the Frogeye.

The diminutive car received a warm welcome when it was launched in Monte-Carlo in May 1958, and not just because BMC had whisked

everyone off to the Principality at the time of that year's Grand Prix. The key to the Sprite's appeal is the same now as it was then: back-to-basics fun, and character by the bucket-load.

Inside, there is a big two-spoke steering wheel and a simple dashboard. With no winding windows to incorporate (there are detachable sidescreens instead), the doors feature generous storage pockets. Although you sit close to the ground, the driving position is quite upright, which, combined with that sizeable wheel, leaves you in no doubt as to this model's 1950s origins.

There is absolutely nothing dated about the way a good Sprite drives, however. Turn the key, pull the starter and the A-series fires up with that signature fruity rasp. Many tuning companies offered upgrades for BMC's ubiquitous powerplant, and this example boasts a number of period modifications from Alexander, including cylinder-head improvements and Strombergs in place of the SUs. It's a willing little engine as standard, but this fine-tuning makes it an even more responsive and eager unit.

The handling is superb. With no mass to speak of, the car responds instantly to the slightest input. That's accompanied by a little initial body roll but it's well controlled by the lever-arm dampers, and the pay-off is that the ride remains comfortable despite the Healey's sporting nature.

While the Sprite is a stalwart of the classic





## AUSTIN-HEALEY SPRITE

**Sold/no built** 1958-'61/48,987

**Construction** steel monocoque

**Engine** all-iron, overhead-valve 948cc 'four', twin SU carburettors

**Max power** 42.5bhp @ 5200rpm

**Max torque** 52lb ft @ 3300rpm

**Transmission** four-speed manual, no synchromesh on first, driving rear wheels

**Suspension:** front independent, by lower wishbones, upper links, coil springs

**rear** live axle, quarter-elliptic springs; lever-arm dampers

**Steering** rack and pinion

**Brakes** drums all round

**Length** 11ft 5in (3480mm)

**Width** 4ft 5in (1346mm)

**Height** 3ft 11in (1200mm)

**Wheelbase** 6ft 8in (2032mm)

**Weight** 1464lb (664kg)

**0-60mph** 20.5 secs

**Top speed** 83mph

**Mpg** 43

**Price new** £678 **Price now** £12,000

## TOYOTA SPORTS 800

**Sold/no built** 1965-'69/3131

**Construction** steel monocoque, aluminium bonnet, bootlid and roof panel

**Engine** all-alloy, air-cooled 790cc horizontally opposed twin, two Aisan carburettors

**Max power** 49bhp @ 5400rpm

**Max torque** 53lb ft @ 3800rpm

**Transmission** all-synchromesh four-speed manual, driving rear wheels

**Suspension:** front independent, by double wishbones, torsion bars, anti-roll bar

**rear** live axle, semi-elliptic springs

**Steering** worm and roller

**Brakes** drums all round

**Length** 11ft 9in (3581mm)

**Width** 4ft 10in (1473mm)

**Height** 3ft 10in (1168mm)

**Wheelbase** 6ft 6½in (2000mm)

**Weight** 1289lb (585kg)

**0-60mph** n/a

**Top speed** 97mph

**Mpg** n/a

**Price new** ¥595,000 **Price now** £13,000

## FIAT 850 SPORT SPIDER

**Sold/no built** 1965-'73/140,000 (all Spiders)

**Construction** steel monocoque

**Engine** iron-block, alloy-head, overhead-cam 903cc 'four', twin-choke Weber carburettor

**Max power** 52bhp @ 6200rpm

**Max torque** 48lb ft @ 4000rpm

**Transmission** all-synchromesh four-speed manual, driving rear wheels

**Suspension** independent, at front by upper wishbones, transverse leaf spring rear semi-trailing arms, coil springs; telescopic dampers, anti-roll bar f/r

**Steering** worm and sector

**Brakes** discs front, drums rear

**Length** 12ft 6½in (3824mm)

**Width** 4ft 11in (1498mm)

**Height** 4ft (1220mm)

**Wheelbase** 6ft 7½in (2027mm)

**Weight** 1554lb (705kg)

**0-60mph** 15.6 secs

**Top speed** 93mph

**Mpg** 38.5mpg

**Price new** Lire1,080,000 **Price now** £9000







Clockwise, from left: neat details on rear deck; later Sport Spider features upright headlamps in place of earlier car's flush items; Frogeye's mirror is neatly incorporated into the windscreen surround; Sprite's front end gave the car its enduring nickname; functional interior lacks wind-up windows

Clockwise, from above: Fiat has the most well-appointed interior and comfortable seats; Toyota's large steering wheel contrasts with tiny gearlever; neat B-pillar vents on Sports 800; family link to the 2000GT; Fiat is the longest car here by a foot over the Sprite

scene, you are unlikely to find yourself parked next to a Toyota Sports 800 at your local car show. It went on sale in April 1965, following the enthusiasm generated by the Publica Sports prototype that was shown at the 1962 Tokyo Motor Show. The vast majority were built for the Japanese market, with exports stretching only as far as US-governed Okinawa.

The production car was altogether more practical than that first incarnation – it had doors, for a start – but it still looked like something out of *The Jetsons*. Designed by Shozo Sato, the Sports 800 is cute and well-proportioned. Those huge headlamps link it to its slightly later big brother – the 2000GT – and give the front a sad, sorrowful look. They are set close together, too, which means that the car seems narrower than it actually is; in reality, it's a full 5in wider than the Sprite, aided by the discreetly flared arches.

The doors are operated via a delicate-looking handle, and inside all is black apart from the silver dashboard insert. Where the British challenger was austere in its approach, the Toyota is positively luxurious: there are two-speed wipers; electric washers; a cigarette lighter and a map lamp. When the roof panel is in place, ventilation comes from an adjustable grille and small flaps in the rear quarter panels. A zip in the fabric cover behind the seats, meanwhile, provides access to the boot without having to get out of the car.

It's all very well thought-out, apart from the fact that there appears to be no place to store that roof: it's marginally too big to go in what should be the obvious place behind the front seats; and it won't quite slide into the boot. Maybe we were missing something obvious when we tried.

Despite the oddball styling, in some respects the Sports 800 is entirely conventional. It boasts monocoque construction with independent front suspension, and a live rear axle on semi-

## 'THE UPDATED SPIDER GOT A MORE POWERFUL ENGINE, AND WHAT A CRACKING UNIT IT IS'

elliptic springs. Under the bonnet, however, lies an unusual choice of engine for a sports car: an air-cooled 790cc flat-twin. Running on two carburetors, it gives 49bhp, which is enough for this 585kg machine to feel surprisingly nippy. I'm not sure where Toyota found a long enough downslope to achieve its quoted maximum of 97mph, but the fact that it feels the slowest of our trio is more a reflection of the Frogeye's period upgrades and the Fiat's relative youth than it is of the Japanese car's lack of pace.

The lumpy thrum from the engine isn't the smoothest of noises, but this is an exceptionally flexible powerplant that is happy to pull away from low speeds in the higher gears. It revs keenly, too, which is just as well because you do need to press it quite hard to make spirited progress. The stubby gearlever offers a short throw between ratios and the steering, while unbelievably light, feeds back just enough information from the front tyres. It rides comfortably and offers an impressive amount of grip.

Even in Japan the Toyota was relatively rare, but the Fiat 850 was made in huge numbers. More than two million were sold following its introduction in May 1964, but rampant corrosion has ensured that the survival rate is woeful. Developed from the 600, the 850 was initially offered as a two-door, four-seater Berlina. Despite its monocoque construction, all-independent suspension and overhead-valve rear-mounted engine, it was basic motoring for the masses and, as such, came with rubber mats, plain vinyl seats and no headlining.

From those humble 34bhp beginnings, however, Fiat expanded the 850 range in all sorts of different directions, including the Familiare station wagon and a Coupé – plus the Bertone-built Spider. Styled by Marcello Gandini while he was at the Torinese design house, it was first shown at the 1965 Geneva Salon and came with





a high-compression version of the 843cc engine, complete with twin-choke Weber. In 1968, the Spider was facelifted and renamed the Sport Spider, gaining vertical headlamps in place of the earlier model's sleek enclosed items. We can thank American safety legislation for that.

The updated model did, however, receive a larger 903cc engine that upped the power output to 52bhp. And what a cracking little unit it is – spinning freely throughout its expansive rev range and providing impressive acceleration. Like many rear-mounted engines, it's also easily removed should you feel the need. The rear panel can be unbolted, which enables you to slide the whole thing straight out.

In comparison with the other two, there is a slightly spongy feel to the Fiat's controls, especially the gearchange. The steering, too, lacks the direct nature of the Sprite's rack, although it does provide a lot more feel than the Toyota. The pedals are severely offset to the right (all Spiders were left-hookers) but it's otherwise very comfortable. The number of gauges and switches in this late example – plus the fake-wood dash insert – stands in stark contrast to the spartan nature of the early Berlina.

The Sport Spider is still a very good-looking car, despite the changes made to the front end. It's noticeably bigger than the Sprite and the Toyota, its length accentuated by the sweeping

deck that feeds down to a shallow rear end. That deck covers the hood, the stowing of which is not the work of a moment. The Toyota's roof panel can be removed in seconds via six J-shaped bolts to leave a Surrey-style arrangement that will be familiar to Triumph TR4/5 owners. The Sprite's hood is folded back, and the frame is then lifted out and stowed behind the seats. On the Fiat, though, you have to fold the hood together from the front and the back, before releasing the deck panel and tucking the soft-top away underneath. The resultant clean lines of the Spider are well worth the effort, though.

The 850 is the most grown-up of our trio, the one that you'd use if you needed to cover large distances. It's stylish, and that engine is a treat. Don't be fooled by the Toyota's somewhat comical exterior – it's a very capable little sports car. The flat-twin may seem a bit eccentric, but it's an essential part of the Sports 800's character.

And the Sprite? Even more than 50 years after it was launched, it still perfectly encapsulates everything that you'd ever want from a no-frills, small-engined sports car. 

**Thanks to** Jane Weitzmann: [www.jhwclassics.com](http://www.jhwclassics.com); Fiat Motor Club GB: [www.fiatmotorclubgb.org](http://www.fiatmotorclubgb.org); Midget & Sprite Club: [www.midgetandspriteclub.com](http://www.midgetandspriteclub.com); Tim Milnes; Alan Anstead; John Hoffer; Spike Hughes; Ron Edwards

## The little league

**BERKELEY SPORTS 1956-'60, c2110 built** Laurie Bond's glassfibre design featured chain drive to the front wheels. A large variety of motorcycle engines were offered, from 322cc-492cc.



**HONDA S800 1966-'70, 11,536 built** A 791cc quad-carb 'four' was at the heart of Honda's technological showcase. Briefly offered with chain drive before switching to an orthodox live rear axle.



**FAIRTHORPE ELECTRON MINOR 1957-'73, c700 built** The Electron used a Coventry Climax engine, but the Minor made do with the Standard Ten's unit. By far the marque's most plentiful model.



**TURNER 950 SPORTS 1957-'59, 170 built** The late Jack Turner started making his own sports car in 1954. The 950 Sports used a tuned Austin A35 unit and proved successful in competition.



**GSM DELTA 1960-'64, 64 built** Ford running gear was popular throughout the 1950s and '60s, and the Delta employed a tuned version of the 105E's 997cc engine. Claimed to be capable of 100mph.



**SUZUKI CAPPUCCINO 1991-'97, 28,010 built** Only 1110 of these 657cc pocket-rockets were officially imported to the UK. Three cylinders, lots of fun.







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# WHEN BRAINS BEAT BRAWN

It may be eccentric, but the Saab 99's intelligent design made it a real rival to the established marques' more orthodox products, says **Jon Pressnell**

PHOTOGRAPHY **TONY BAKER**





In 1969, had you wanted something a cut above the average rear-drive repmobile, you could have splashed out just shy of £1000 on British Leyland's freshly launched Austin Maxi. Or you could have spent a third as much again – Triumph 2000 money – on a Saab 99, at the time new to the UK and available only as a two-door 1709cc saloon. Fast-forward 10 years, and for roughly the same price as a BMW 525 you could again find yourself behind the wheel of a Saab 99, this time a turbocharged hatchback pumping out 145bhp and capable of comprehensively blowing the Bavarian six-cylinder sports saloon into the weeds.

Much water had flowed through the fjords of Sweden in the interim, but the foregoing observation tells you a lot about Saab – and a lot about the 99, a model that became both emblem and lifeline for the Trollhättan firm. When production of the final Saab 90 ended in 1987, nearly 600,000 of the 99 family had been made – to which must be added more than 900,000 of the 99-derived 900s, the last in 1993. It would be mean-spirited, perhaps, to remind you that BL turned out fewer than 500,000 Maxis, a car that was largely unchanged over its 12-year life.

Saab's recipe for success was thoughtful design, robustness and progressive evolution. Engines became larger, until the 99 sat happily in the crucial 2-litre prestige class. Body choice expanded first to a four-door, then three- and five-door hatchbacks. A sporting EMS variant joined the range. And then came the Turbo, an upmarket slingshot, often sexily black-painted,

signalling a definitive break from the rin-tin-tin two-strokes with which Saab made its name.

It was in 1964 that management gave the green light to development of a new, bigger Saab. This followed the arrival the previous year of a batch of 20 test engines from British consultancy Ricardo. The 1200cc single-overhead-cam unit was intended to go into the 96, but Saab's engineers decided that the Ford V4 was a cheaper and simpler way forward. Meanwhile, independent designer Sixten Sason had come up with a radical study for Saab called the 'Canard' – because of its duck-like looks. This would form the basis of the 99's distinctive lines.

As for the mechanicals, these were an evolution of existing Saab front-wheel-drive practice. The 96's coil-and-wishbone front was retained, with the coil springs set above the upper wishbones and linked as before to rack-and-pinion steering. At the rear a dead axle continued, but straight rather than U-shaped. Location of the coil-sprung beam was by a four-link system, bolstered by a Panhard rod. Braking was by discs all round, with dual circuits and a servo, and with separate drums for the notably efficient hand-brake, which operated on the front wheels.

Just as the styling moved on, so did the powerplant. Saab had heard that Triumph was working on a similar slant-four – and a sister V8 – so it was agreed instead to collaborate on a shared unit. Ricardo's drawings and prototypes were passed to Triumph; manufacture of a revised design would be by the Coventry firm, which ultimately used the engine in the Dolomite and TR7, while Saab was to take on the testing programme.



Clockwise, from left: gearlever incorporates ignition, freewheel beside; Triumph-built 'four', front-hinged bonnet; rear seat folds; simple dash and big, thin-rim wheel; secure-handling 99 is sedate – Autocar managed 88mph and 0-60mph in 17.4 secs; wide track and clever packaging allow huge boot







The result, after the Swedes had discarded the idea of a 1500cc unit, was a 1709cc alloy-head crossflow, with a chain-driven single camshaft. Designed to be installed at a 45° angle, and to be narrow enough to form half of Triumph's V8, it had one row of head studs at an angle, along with the valves, resulting in wedge-shaped combustion chambers. Mounted longitudinally, with the timing chain to the back, the engine was mated to a gearbox and final drive positioned underneath. This unusual but compact arrangement allowed easy clutch servicing and a limited front overhang. The gearbox, incidentally, was also of Triumph origin, being a Swedish-built uprating of the unit used in the 1300 saloon.

Announced in November '67, the 99 didn't go on sale until autumn '68, after 50 pre-production cars had been put in the hands of Saab personnel and members of the public for extended 'real world' testing. It was October 1969 before it became available in the UK. With an 1854cc option from autumn 1970, standardised for '72, Saab specialist Andy Boorman's 1969 '1709' – a one-family-owned eBay find – is thus a rarity: only one other British survivor is known.

The chrome details, low-key badging and stainless-steel bumpers give the 99 in its original form a delicacy lacking in later models. The looks are mildly eccentric – with the sweeping panoramic screen, concave rear window and odd juxtaposition of a straight waistline and curved door-top – but the Saab's rugged safety-cage body is aerodynamically correct, boasting a Cd of 0.37: Citroën DS territory. A smooth underside, helped by an undertray to protect the sump, undoubtedly helps. Another original touch is how the doors extend down to the floor, with no outer sills, eliminating a potential rust-trap.

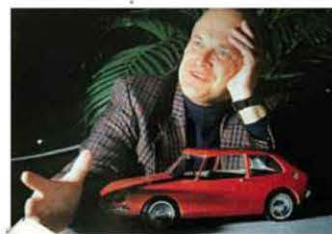
Inside, there's a black-painted metal dashboard with a grained plastic instrument panel and three white-on-black dials. With the lower part sloping away and no parcel shelf, it's individualistic without being quirky. Just don't look for the ignition key: on the 99, Saab pioneered its placement on the transmission tunnel – apparently because too many people were being injured in accidents by keys jutting out of the steering column. What is more immediately apparent is the superb visibility through that rather Mini-like bay of the windscreen, the comfortable driving position afforded by the height-adjustable seats, and the surprising amount of room in the back.

Under way, you're struck by the Saab's excellent refinement. The engine is subdued and there is an exceptional lack of wind noise, leaving tyre roar as the dominant sound. There is little crispness to the performance – this is a 2330lb car disposing of a mere 87bhp – but the 99 maintains a happy 70mph with no sense of struggle, albeit feeling slightly undergeared.

The smooth clutch is pleasantly weighted, the gearbox notchy but adequately precise. You also have the option, specific to the 1709cc 99, of engaging a traditional Saab freewheel, via a lever on the tunnel. This allows clutchless changes, but drive takes up slightly abruptly. With practice you can smooth out the changes, but the freewheel-disengaged mode is more pleasant.

The Saab corners securely, aided by steering that is informative, well-weighted and not unduly low-geared. The ride is similarly on the

## Björn Envall



Later Saab's chief designer, Envall worked with Sixten Sason on refining the 'Canard' into the production 99: "We ended up with something of a compromise, because the board was a bit scared. The architecture Sason had in mind was a transverse engine with luggage compartments at the front and back. It was 5ft 11in wide... and was a three-plus-three six-seater. You could also use it as an

ambulance, as an estate, and as a taxi.

"The 99 is a fairly honest architectural solution, with good proportions, a big glasshouse, and small overhangs. The concave rear window is a device to make the car look longer."

In '69, Envall set up Saab's styling department. The first project was the 1971 99's revised dash: "The first in the world on a family car to have illuminated switches, rotary knobs for heating and ventilation, green instrument lighting, and the first to have orange instrument needles."

The Combi Coupé (above) came next, using the maximum of saloon pressings; budget constraints meant an unchanged front, and the use of inelegant opera windows on the five-door: "What's ugly, though, and what's not ugly? Sometimes it's a benefit to be 'ugly' because the main idea behind being something 'nice' is merely fashion. I think in some circumstances 'ugliness' can be good!"





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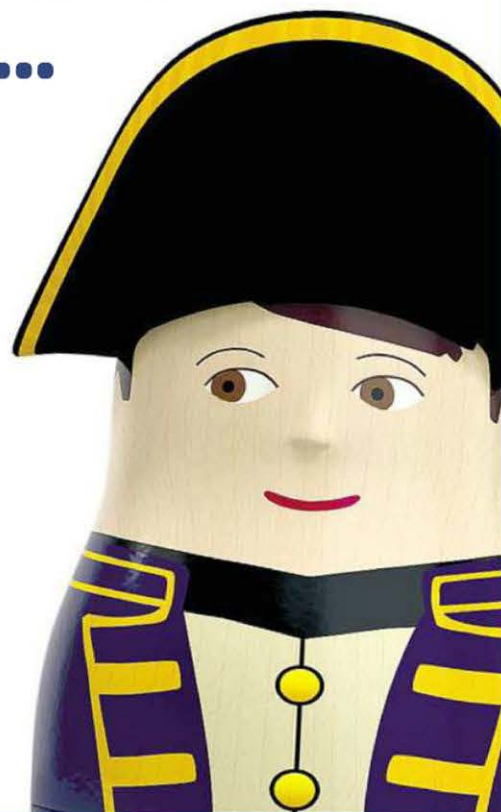
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money, controlled and taut without being over-firm, and with just enough roll to let you know you're pushing it. The short-travel, effective brakes round out a picture of a car that is refined, competent, in no way sporting, but eminently drivable and surprisingly modern.

After the introduction of the 1854cc engine, in January 1972 came a fully revised 1985cc unit, built by Saab and premiered, in injected 120bhp form, in the EMS. Gone were the sundry weaknesses of the Triumph original and its sloppy assembly tolerances, the engine featuring separate water jacketing for each cylinder, larger mains and big-ends, plus upright valves in constant-depth combustion chambers. This was an engine strong enough to handle substantial power increases, and formed the basis of Saab four-cylinder units for years to come.

The way was now opening to push the 99 further upmarket, a process given extra impetus by the arrival of the three-door Combi Coupé in 1973, followed by a five-door in early 1976. Having sensibly discarded the idea of a 99 with the Stag V8 engine, Saab took the genuinely innovative move of adding an exhaust-driven turbocharger, refining the installation with a wastegate – a boost-control valve diverting excess exhaust gases past the turbine.

The 99 Turbo was announced in late 1976 and went into production for the 1978 model year, with three-door Combi Coupé bodywork and just a single colour, black, for the UK market. Some five-doors were made, and just 600 two-doors made it to the UK – 200 in black, 400 in red. IT manager Wayne Stallwood's car is one of

perhaps 10 black survivors, out of fewer than 30 Turbos left on British roads; overall production was 10,607 cars, the last being made in 1982.

Equipped with US-spec round headlamps and the bold 'Aztec' alloys, Stallwood's Turbo is visually a different beast from the original 99. Not least, it has the clever cellular-construction impact bumpers introduced for 1972, alas hiding the unusual undercut of the front panel. Details such as larger light units, a plastic numberplate insert and black side-grille surrounds may modernise the car, but they also appear clumsy and graceless. There's a slightly low-rent cabin, too, in contrast to the quiet simplicity of the '69 car. Dummy wood, fragile-seeming air grilles, exposed screwheads on brutalist door trims – it's easy to feel disappointed.

Such concerns are peripheral. The Turbo is nothing like an early 99, but it is also mightily seductive, transformed by its power unit. The engine feels bigger than its two litres, and has a backing accompaniment of the turbo whistling gently. The compressor comes in below 2000rpm and imposes itself progressively, the boost becoming stronger as speed rises. The Saab will rapidly spool up to 80mph – a linear, muscular delivery, but one dependent on you keeping the revs up and the turbo turning. Put another way, this can be a dual-mode car: you can roll along with the turbo just idling, or drop into third on the notchy four-speed gearbox, play the hooligan, and in comes the boost.

Drive aggressively and the payoff will inevitably be a healthy dose of torque-steer, but it's more rewarding to work with the power delivery

than against it. You soon discover that there's a sound chassis beneath, starting with the informative non-assisted steering, which has agreeable weighting, directness and a pleasant, well-oiled feel. Pushed into corners the Turbo rolls moderately; the ride is generally comfortable, although it can become a little unsettled on undulating roads. The brakes feel softer and more servoed than on the '1709' but are admirably effective.

In essence, the Turbo comes across as a more intelligent approach to creating a high-speed saloon. At its launch, Saab claimed that on an average journey the turbocharger would only operate 15% of the time – but that, when it did, the performance was equal to that of a normally aspirated 3-litre car. Isn't that a sensible way to have your cake and eat it?

That modest 1.7-litre ancestor was an equally intelligent way of doing a medium-sized family car. Bluntly, it makes BL's bigger front-drivers, the Maxi and 1800, seem half-baked – and that's before one addresses the quality and reliability issues that so enmired the British cars.

But most impressive is how the original 99 could seamlessly transmute into the Turbo, without getting out of its depth. Can you imagine the Austin Maxi having evolved over nine years into a sporting, prestige BMW-eater? Saab's engineers might have had relatively limited resources, but they used them well, establishing with the 99 a gene pool from which they drew imaginatively for 40-odd years. 

**Thanks to** Stuart Payne and Chris Foxley of the Saab Owners' Club (GB): [www.saabclub.co.uk](http://www.saabclub.co.uk)



Clockwise, from above: Turbo is good for 120mph and 0-60mph in 8.9 secs; front spoiler has one vent for battery, another for oil cooler; injected engine is tough – this one has done 135,000 miles without problems; dash majors on sensible ergonomics; velour seats with integral headrests; 'Aztec' alloys





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Favourite part of the whole mad week was the Tour d'Elegance, driving down Highway 1 along the sublime Pacific coastline



## AC Ace 2.6

**Run by** Simon Taylor  
**Owned since** 1965-'68  
 & 1991-date  
**Total mileage** 92,921  
**Miles since September 2011 report** 2705  
**Latest costs** £8976.27

## NOT CHEAP, BUT UNMISSABLE

An invitation to the Pebble Beach Concours d'Elegance is like a royal summons: refusal is not really an option. When the envelope arrives in February your first call is to the bank manager, for this will be no bargain package holiday. There's no entry fee, though you have to ship your car there, and find the best deal you can for an August flight to San Francisco. Then there's the rental car to drive yourself down to the Monterey peninsula, and the cheapest motel you can find for six nights (see *Full throttle*). But for an unforgettable week among the most far-out cars you'll ever see, and some of the most far-out folk,

you persuade yourself it's worth it.

I've always said that I'm not really a concours person – my cars carry the patina of too much enjoyable motoring – though I'd been privileged twice before to take a car onto Pebble's hallowed lawns. In 2003, in one unforgettable weekend, I raced the Stovebolt Special at Laguna Seca on Saturday, and on Sunday at Pebble Beach got second place in the American Sports-Racers class. In 2009, my Gurney Nutting Sedan joined the Derby Bentley class, and to my astonishment it was called onto the stage to receive the Montagu de Beaulieu Trophy for 'the most significant car present of British origin'.

To support this year's 50th-anniversary celebrations for the Cobra, the Pebble organisers included a pre-Cobra AC class, and RS5004 was asked to represent the Ace 2.6 variant. Although it's been 20 years since David Sanderson's superb and correct restoration, little needed to be done. Sean McClurg spent two days tidying up various details, and got his paint man to deal with a couple of minor scrapes, but nothing could be done about the chips on the nose and other evidence of hard use over many summers. The wires were looking a little shabby, so the helpful guys at Turrino Wheels stripped, rebuilt and stoved them. Then in early June it was time to take the AC to the shipper.



Lined up on the Pebble concours field with the other Aces, RS5004 glints in the sunshine

When you send a car halfway around the world, you can save lots of money if you have the will and the expertise to hack through the jungle of regulations and paperwork on your own. But I always find that putting one of my beloved motors in a tin box and sending it away to sea much too scary to take any risks. So I use a specialist, and save cheapskate money in other ways – such as flying from Gatwick to 'Frisco on US Airways (if you want to watch a movie *en route*, you pay extra for headphones).

Each year, CARS UK – Classic Automotive Relocation Services – looks after several Pebble Beach entrants from this side of the pond,

and also ships cars from Europe to the various auctions. It's not cheap: the fee for getting my AC there and back was £7100, which included total loss insurance on a car now valued at £250,000. That pays up if the ship goes to the bottom of the sea and takes the Ace with it, but doesn't cover damage in transit, which would carry a £2000 excess anyway. If you really want to shell out you can fly it there, but that'll be around £16,000.

CARS links up with the American shipping firm Cosdel, based in San Francisco. The head man there is Martin Button, who just happens to be married to Sandra Button, the chairman of the Pebble Beach



Concours. So on the Wednesday morning when I arrived there, miraculously, was my car, in a tented compound with 24-hour security. Not a scrape, not even a fingerprint, and after its long journey it started first go.

It should have sailed south-west across the Atlantic to Central America, through the Panama Canal, and then up the Pacific Coast to Oakland. But ever since 9/11, US security has become far more time-consuming, and private cars are subjected to rigorous checks. Before a car goes into its container it has to be X-rayed by UK-based US customs officials. After a log-jam at Felixstowe, and with the timescale tightening, CARS switched its Pebble-bound containers to go straight across the North Atlantic to Newark, New

of a Figoni et Falaschi Talbot-Lago, the ex-Barney Oldfield 1910 Vanderbilt Cup Benz Rennwagen, an ex-Fangio Ferrari 410 by Scaglietti, the Bob Hope Mercury Saturn Roadster, and the Star of India Rolls-Royce Phantom II with its owner, Yuvraj Saheb Mandhata Singh Jadeja of Rajkot, at the wheel.

Before dawn on Sunday, a price-less 200-car queue was building to access the lawns. Crisply organised by an army of polite blazered attendants, the Ace and I were at our mark by 7am. At 9:30 a serious-faced team of three judges arrived. They asked to see the Ace with its hood up, pored over paintwork and trim, heard the engine run, checked that each ancillary worked. After marking everything for originality and condition, they withdrew into a huddle to compare notes, and then



In the tent with Brooke Swan and Cygnet



Arnie admired the Ace's colour scheme



Just an ordinary lay-by: Ace, Saoutchik Mercedes that won Best of Show and Ferrari 410

Jersey. There they were unloaded onto two 18-wheeler interstate trucks and hauled the 3000 miles to Monterey. As I write, the Ace is making its way back via the Panama route and, all being well, should be home by mid-October.

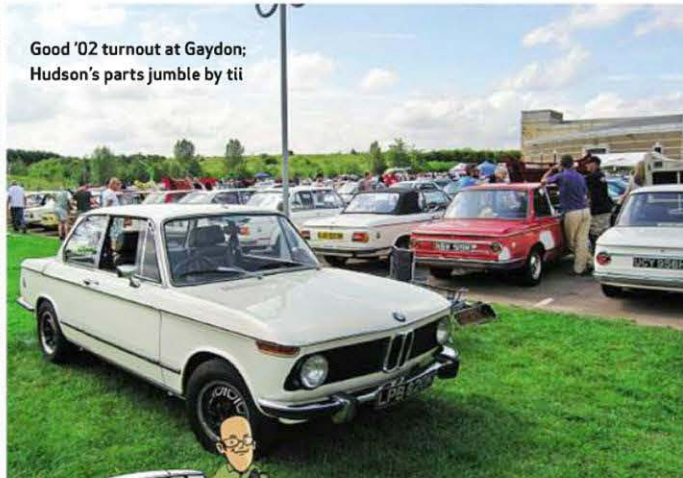
It's a lot of money and to-and-fro for a few days in the California sun, but on the Thursday morning, as we started the Tour d'Elegance, it all seemed worth it. Some years ago, the concours committee decided that too many cars arrived on trailers, were rolled onto the lawns by white-gloved attendants, and never actually got driven. So now everyone is encouraged to do the Tour, which twists its way through the hills by Clint Eastwood's estate and down Highway 1 to Big Sur, before returning to the jewel-like resort of Carmel for a five-star picnic.

The drive is only about 85 miles in all, and speeds are low, but it's a real thrill to be winding along this dramatic road beside the Pacific Ocean. Plus, you're in the company

they moved on to the next car.

There were five Aces and an Acca in my class. I knew I wouldn't be in the running for an award, and I was perfectly happy with that, for at least three of the other cars were superbly presented and completely pristine. By far the best, I thought, was the maroon Ace that Jonathan Parker has cherished in Vancouver for 40 years, and I was delighted when the judges agreed. Second went to an Ace fresh from the resto shop that was a bit glitzy for my taste, and I was sorry the lovely Acca missed a gong.

As for me, I was just happy to be there and drink in the wild, heady atmosphere of beautiful cars and beautiful faces. And I have to say that my old friend fitted in well, with its metallescent blue curves glinting in the West Coast sunlight. Former Governor of California and one-time Terminator Arnold Schwarzenegger stopped by to tell me that he liked it. Far-out cars, far-out people: *basta la vista*, baby.



Good '02 turnout at Gaydon; Hudson's parts jumble by tii



## BMW 2002tii

Run by David Evans  
Owned since May 2000  
Total mileage (2)34,235  
Miles since September report 1868  
Latest costs £218

## PAIN WITH A PANE; A NOISE RUMBLLED

Well, there I was, ready for my fortnightly drive to Dad's in Cheshire. I'd chucked my bags in the car and shut the door, whereupon the window shattered. Being toughened glass, it went everywhere. Somewhat shocked, I carefully picked the bits off myself, extracted my stuff, locked the mess in the garage and took the GSA instead.

All-round mechanical genius John Hudson confirmed that it had happened to him, too, and offered to do the job. Brian Buckett volunteered a spare one that I could have. Fortunately, John's mate Steve has an industrial vacuum cleaner that made light work of the debris. As Hudson explained: "The mounting rail rusts, which stresses the glass and it can eventually break." The right-hand one is NLA, so Johnno used the better rail and has since

repaired the original. It's fiddly to replace the window and, while he was at it, John adjusted the winder and lock. Both now work better than they've ever done in 12 years.

The day before the BMWWCC Festival at Gaydon (see *Your events*), I did a few of my usual jobs: fresh oil and fuel filter, plus back-flushing the injection-pump inlet gauze.

A week later, on the way from Dad's to the HSCC Gold Cup at Oulton – where I met fellow '02 owner Matt Shannon – I noticed a droning from the front end at 50-60mph. I texted Hudson to ask if it was OK to drive back to London. 'It should be,' he replied, 'but get recovered if it becomes worse.'

Then long-time reader Matthew Brett turned up out of the blue and kindly gave me a fuel filler cap out of the stash of spares from when his family had run various '70s BeeEms including '02s and a 3.0 CSA. He'd noticed at Oulton Park that the lock cover was missing from mine.

I popped over to John's for him to diagnose the fault the following weekend. He confirmed that there was play in the nearside bearing, as well as a vibration through the strut when he rotated the wheel. Then – top bloke, as always – he dropped everything and fitted a new set that I'd bought on spec two years ago.

### THANKS TO

- Brian Buckett
- John Hudson
- Jaymic Parts: 01263 768768; [www.jaymic.com](http://www.jaymic.com)



Hudson checks that drop glass works OK



Nearside front wheel bearing had failed





Well-patinated Mountney wheel returns home to an MGB GT, replacing horrid sticky original. Left: first sight with vendor Steve Tarrant. Inset: oops!



## MGB GT

Run by Alastair Clements  
 Owned since July 2012  
 Total mileage 94,122  
 Miles since acquisition 427  
 Latest costs £81.50

## PERFECT CLASSIC FOR A COMMUTER

I'm struggling to decide who – or what – to blame. Perhaps it was a couple of glasses too many, or maybe I was carried away by the nation's collective enthusiasm, but part-way through the London 2012 Opening Ceremony I became the owner of the '1979 mgb gt, blue, 93,000 miles, full history' I had spotted an hour or two earlier. Via eBay. Without looking at it.

I was put onto the path to this purchase in January, when our cover shoot celebrating a half-century of the MGB reminded me how well I fit a B, and just how much I enjoy driving them. Classic snobs be damned (I will confess that I haven't even told Buckley yet), there is a reason these cars are so popular. It was the obvious solution to my need for an affordable pukka classic that would cope better with my commute than the Magnette – albeit at the expense of making me a two-MG man, something I had never really wanted to be.

I had embarked, as readers of our blogs on [www.classicandsportscar.com](http://www.classicandsportscar.com)

will know, on a daft (and ultimately fruitless) search for my old BGT, VMA 520W. But scanning the classifieds had convinced me that, with prices on the up in the anniversary year, I wouldn't find anything road-worthy within my budget. Then colleague Ollie Kibblewhite from [PistonHeads.com](http://PistonHeads.com) arrived at the office in a super-tidy '79 rubber-bumper GT, in Pageant Blue with the all-important Webasto, that he'd found for a spit and a cough over £1000. The search was back on.

A matter of weeks later, I owned its twin, DHJ 794T. I just had the small matter of finding the cash and heading up to Peterborough to collect it. Then the doubts set in: what kind of state was it in? Why hadn't it been taxed since October 2009? Why was it so cheap? And would it even get me home? Elliott had encouraged me throughout and kindly took me up to see the car, which was a pleasant surprise: reasonably solid, presentable and, crucially, with 12 months' MoT.

I signed the papers, then nipped down the road to tax the car before heading for home. I'd like to say that the journey was trouble-free, but this was a cheap car that hadn't been in regular use for some time. A misfire became apparent fairly soon, and got progressively worse as the car warmed up, to the extent that pressing the throttle hard was like hitting a brick wall. But it got me back to the office, and the following day the suspected culprit – coil – was confirmed by a resistance check from 'sparks' Page, then cured by a trip to Moss for the correct ballast-resisted unit. While there, I also picked up a replacement for the weeping radiator expansion tank, plus a few vanity cosmetics including a Ro-Style

centre cap and an MG badge for the new steering wheel. Actually, it isn't new, it's the very leather-wrapped Mountney three-spoke that came out of my original BGT 15 years ago (and has since been on a Midget, a Whizzkid, a Dolly Sprint and Port's Mini). So nice to be reacquainted with an old friend.

The BGT was then put to the test straight away when my mate Danny's modern had a catastrophic engine failure and my own was donated in his hour of need, leaving me with classics only. What a joy! BGT when I only need two seats, Magnette when I need four – I could get used to this two-MG thing. The car hasn't been without its problems, though: a sticking caliper caused the brakes to pull;

**'I'd like to say the journey home was trouble-free, but this was a cheap car that hadn't been in regular use'**

a dodgy fan connection induced a bout of overheating; and a useless fuel gauge meant that I ran out of petrol. Other than those niggles, however, the only works have been tinkering. The ageing Fuel Cat under the bonnet has gone, replaced by a fresh fuel line and filter; the scrape on the rear quarter has been (largely) polished out; and the sunroof, which the previous owner never used, has been lubricated and is now rarely closed.

I didn't see the car before buying, but I did go into this with my eyes wide open, and so far I'm chuffed to bits. No, it isn't glamorous, fast, 'cool' – or even in very good condition. But it is fun, cheap, and has ferried me to work just about every day since I bought it. Job done.



Swapping Fuel Cat for new pipe and filter



Page prepares the automotive defibrillator



Double take: mine on the left. No, right. Er...



Hatchback BGT is also superbly practical

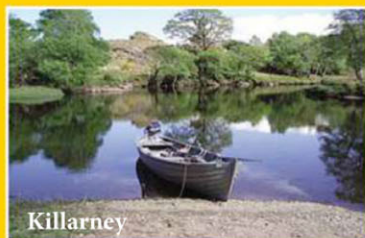
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Killarney

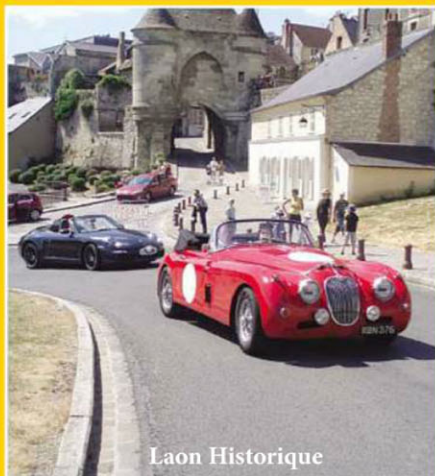


Keukenhof

## Classics on Tour

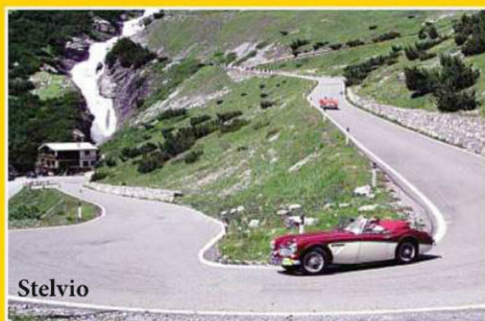


Brugge Classic



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Three star hotel in Honfleur. Visit Deauville, Caen, Bayeux, Pegasus Bridge, Sword Beach, Arromanche and Rouen. 3 nts 3 star hotel b/b, Dover ferry incl.

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Emerald Isle Tour £949 p/p  
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B/Hol Wknd August 23 - 26

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Balme's Falcon is getting faster... although the hot Mustangs at the front of the grid aren't worried yet



## Ford Falcon

**Run by** Julian Balme  
**Owned since** August 1989  
**Total mileage** unknown  
**Miles since March report** 420 (approx)  
**Latest costs** £425

## BACK-MARKER CLIMBS THE GRID

Only really being able to afford to compete once or twice a year, I don't consider myself much of a racer these days. It's something you need to do week in, week out to be any good – not just as a driver, but also developing a car. I know the latter point seems out of place when talking about historic cars, but you'd be amazed by some of the advances in old-car technology: carbonfibre propshafts was the last one that made me drop my bacon sarnie.

So imagine the delight that followed the conclusion of my second and final outing of 2012, at Donington Park with the HRDC, and the revelation that I wasn't half as slow as I'd feared I would be.

The days of a hapless member of the family standing on the pit wall with a stopwatch and a clipboard are long gone: these days, competitors run a transponder, a cigarette packet-sized electronic box that

accurately records each lap. The day after the meeting, the times are posted online and can be downloaded as a pdf, which features detailed lap charts. The figures make for a fascinating insight into the performance of each car-and-driver combination. I may not have 'gone purple' (fastest) anywhere and was 5 secs off the pace of the next Falcon but, unlike my immediate opposition, I was very consistent.

Julius Thurgood's pre-'66 saloon group contained several familiar cars, though I'd only competed against one of them in the past seven years and feared that it would now be much quicker. I didn't help myself by leaving my prep to the Tuesday before the race, which is when I discovered that the car was running like a three-legged dog. Changing the condenser, the usual source of Falcon misery, made no difference so I took out the plugs, only to be confronted by just about every variation in colour and condition known to a Haynes manual writer. Fitting a fresh set restored normal service and, along with two new tyres, amounted to the sum total of my preparation for the one-hour race around the underrated Leicestershire track.

On my way to the circuit, I was reminded of another racer that used to be driven to the grid, an Alfa Romeo 2600 formerly owned by Nick Savage. The combo was usually just behind me rather than



Mirrors of Peter Burton's Jaguar Mk2 are filled with Falcon

in front, but always made me work hard. By all accounts its new custodian, Tony Murray, had lavished a fair bit of attention on the dark-blue coupé and had been racking up some impressive results, so no one was more surprised than me when I caught and passed him during qualifying. It wasn't the only car I passed, yet old habits die hard so, when I got the times, I looked to the bottom before working my way up; 22nd out of 33 is hardly glittering, but for me it was stellar.

In all my years racing, I have tended to end up holding off the guy behind rather than chasing the chap in front. Not this time. Although the two ahead – a Mk2 Jaguar and a Cortina GT – were faster in a straight line, I managed to stay with them, even threatening to get past on more than one occasion. Maybe they had never raced at Donington before, but I reckoned that I was quicker around the bends and later on the brakes.

All of this excitement couldn't last, of course, and after 15 laps I let myself down, undone by the most pathetic of schoolboy errors. After



Working through the pack from the start...



...until this happened. Cue lots of expletives



Balme pretends to help mate Sam Smart

last year's Silverstone Classic, I'd mentioned to Colin Mullan that the rear brakes were snatching when warm. He deduced that I'd managed to put the leading shoe on the wrong way round in one drum but, due to the wear, he popped in a new set of linings on both sides so I could at least drive the car home. A year later I'd clean forgotten, failing to swap them for the race linings I keep in my small spares bag. It's amazing how a bit of enthusiastic driving can murder the freshest of road linings, and by mid-distance they'd been reduced to charcoal and parted company with their backing. I heard the rattle before the pedal started to go soft, alerting me to get back to the pits before any further drama.

Once everything had cooled, replacing the rear shoes took buddy Sam Smart and I less than 20 mins, by which time the race was over. Although initially disappointed not to finish, a rare occurrence for the Falcon, I was chuffed with my pace, even more so when I studied the data the following week. Maybe I don't need to race more often.





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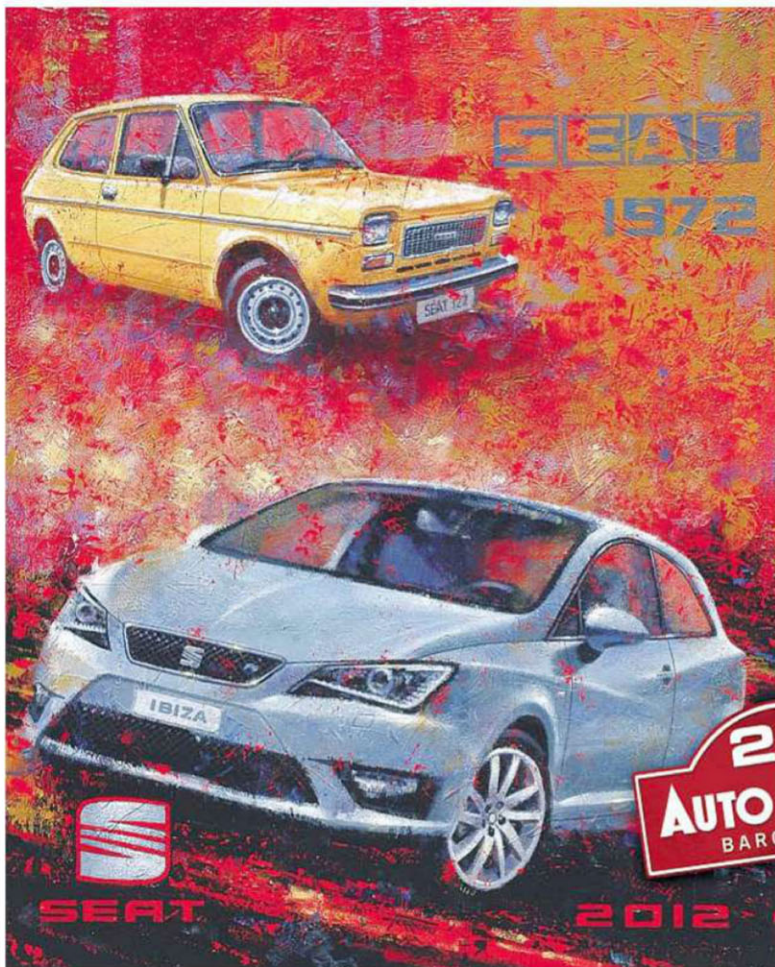
Mercedes Benz 220 SEb-Ex Alice Caracciola



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Mercedes Benz 300SEL 6.3-Ex Gunter Sachs



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With Elliott's help, the original axle was clear of the car after two lunch hours. Two more and the Scimitar was back on the deck and ready for testing



## Reliant Scimitar

Run by Martin Port  
Owned since Sept 2011  
Total mileage 73,804  
Miles since September report 2946  
Latest costs £480

## GETTING RID OF THE GRUMBLE

With the Le Mans Classic looming, I opted to hold off the axle replacement and put up with a noisy back end on the round trip to La Sarthe. One thing that I didn't want to put up with, however, was the temperamental charging: without warning, the voltage would drop, causing wipers and indicators to slow before picking up again. I got a new 17ACR alternator from local supplier Moss Europe, and all I had to do to make it fit the GTE was unbolt the mounting plate at the



New alternator restored charging power



Replacement axle was £125 – cheaper than a diff rebuild



Elliott flares brake pipe

front and rotate it so that the fittings matched up. It proved an immediate success on the way to Le Mans – good job, because wipers and lights were much in demand due to the inclement weather.

Once back, and with my newly purchased replacement axle for the Scimitar safely deposited in the C&SC workshop (thanks to former staffer 'Dr' Dave Richards for the Norfolk-to-Oxfordshire transportation), it was time to think about the swap. The axle looked better than I had envisaged, with a leak-free pinion seal plus the brakes already fitted and moving freely, so I did nothing more than paint it in preparation for the changeover.

Clements' project Suzuki was pushed out of the workshop early one Monday to make space and, at lunch, Elliott and I began the strip-down before the removal of the old axle. After a couple of hours of unbolting and hitting things, the axle was out – the most difficult part being the radius-arm bolts, which proved to be very stubborn.

With an extra pair of hands from workshop regular and maintenance

manager Rob Pittaway, the 'new' axle was in place and all bolts refitted ready to be tightened. After another early start before work I had the handbrake cables on and adjusted, plus the copper brake pipes reconnected ready for bleeding. Unfortunately, when James and I came to do just that, the main connecting pipe showed its weakness and sheared at the union. Determined not to be beaten, Elliott found his brake-pipe flaring tool and made a new end. With the rear of the car ready to go back on to the deck, I refitted the exhausts, popped on the wheels and prepared for the test drive.

Before this moment of truth, and to make sure that I could recall the true extent of the old diff whine, I watched the video from when I first got the car – complete with a team of C&SC passengers cringing at just how bad the noise was. Using the same route, I breathed a huge sigh of relief when I discovered that the supplier of the new axle had been true to his word and it was, in Scimitar terms at least, quiet. The brakes worked, the diff didn't

whine and, as a result, I could hear the fruity exhausts and the V6 engine properly for the first time since buying the car towards the end of last summer. That was five hours in the workshop and £125 well spent, I reckon.

In jubilant mood, I also treated the Scimitar to four new tyres: the worn fronts were making the steering feel heavier than usual, but that was excusable after their having covered 14,000 miles since being fitted last year. The Fulda Carat Assuros had done such a great job, at a pretty reasonable price, that I opted for another



Dunlop composites get a mini overhaul



Looking pretty, shod with new Fulda tyres

set, which once again did the trick and transformed the car's steering and roadholding.

While the wheels were off, I took the opportunity to paint the inner arches and finally remove any trace of the original April Yellow paint, before giving the Dunlop composite alloy/steel rims a lick of paint so that the car not only sounded better, but looked better, too.

So what's next? Well I still have to satin-black the engine bay and I suspect a new clutch will be just one job on the way to solving an occasionally reluctant gearchange, but I'm also drawing up plans to get hold of a spare Essex V6 that can be rebuilt with a fast-road cam and some 'breathed on' cylinder heads. In addition, I may remove the front exhaust silencer boxes for a bit of extra 'music'. After all, now that I can hear the engine, I may as well make the most of it.

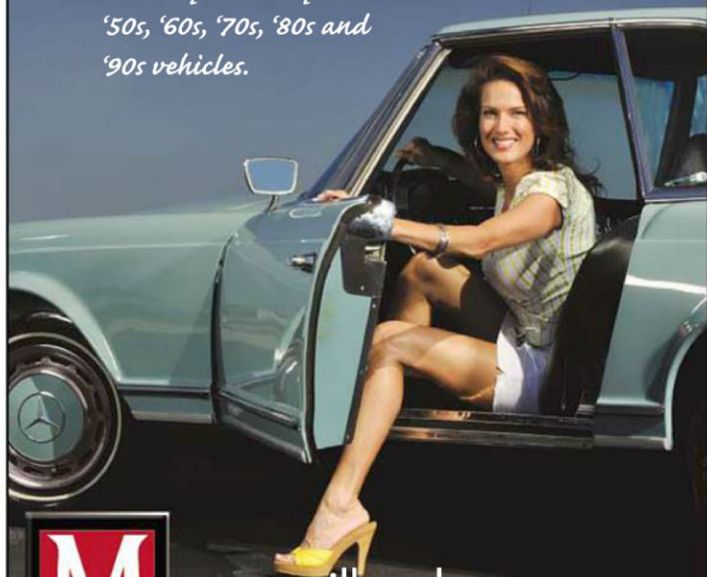
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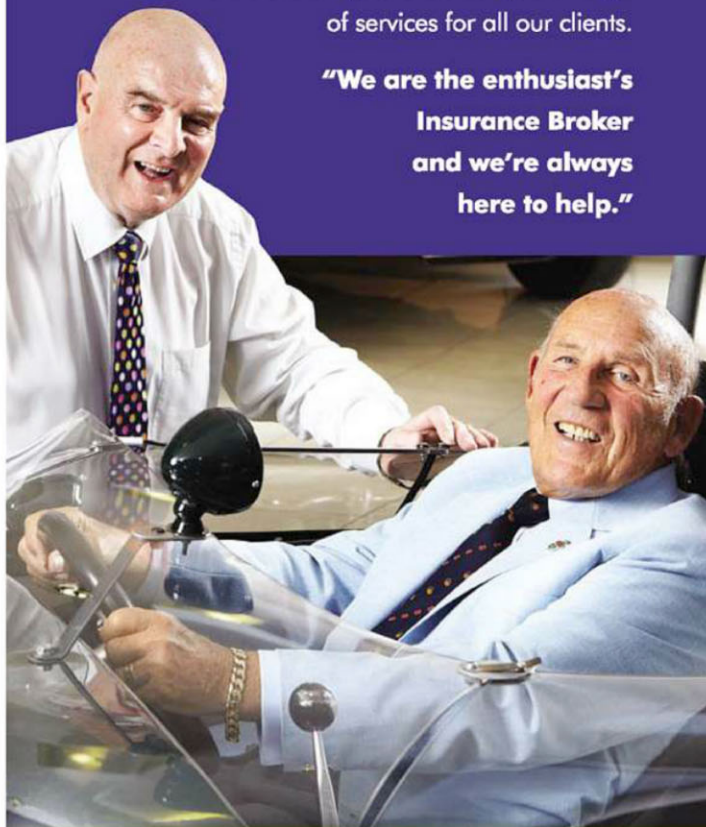
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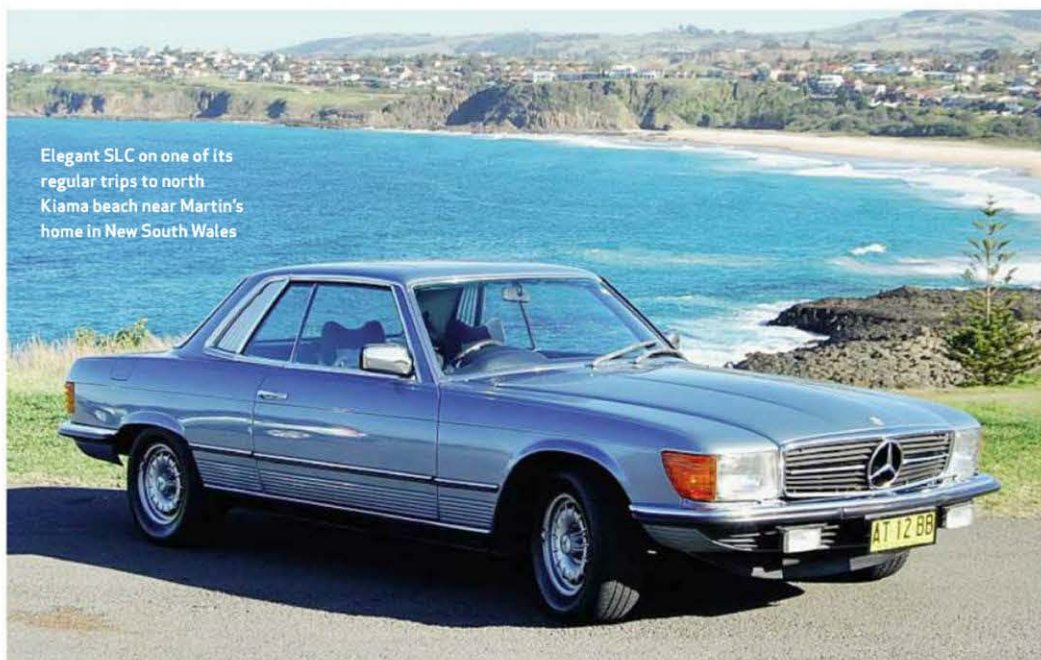
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M1112P





Elegant SLC on one of its regular trips to north Kiama beach near Martin's home in New South Wales



## Mercedes-Benz 450SLC

**Name** Chris Martin **Age** 57  
**From** Shellharbour, Australia  
**First classic** '66 Mustang  
**Dream classic** Cord 810/812  
**Favourite driving song** No Particular Place To Go Chuck Berry  
**Best drive** Snetterton to Dijon with a Formula Ford engine in the back of a 230E, before the *autoroute* was built

## EXPAT DESIGNER ADORES MERCS

As a serial Mercedes user, I have always liked the 107 models but finding the right one came about by luck. I had a succession of W123s in England and, since 2003, here in Australia. My daily-driver 280E had more than 400,000km on it when it was written off a year ago in a flood, but I had been after a clean 123 estate for a while before that.

The less practical urge for a 107 was still there, too. I had previously found a cheap one in Inca Red that was mechanically good and apparently just needed a bit of bodywork and a respray. Wrong. One day when doing a brake service I found that the jack was going up but the car wasn't: the jacking point was not attached to the sill, which in turn was no longer part of the structure.

'The SLC soon became the favourite for Sunday trips up and down the coast and into the Southern Highlands'

That one was sold for spares pretty quickly, and the quest continued.

I had been looking at convertibles because they're more common, but most had those chrome stick-on wheelarch trims and 'bling' alloys that just look wrong.

My wife was browsing eBay one evening and found what looked like a nice mid-blue metallic 450SLC with low mileage and perfect bodywork. It was local, too, so we made contact and negotiated an agreeable price. The Merc was part of a large collection, but the owner was concentrating on Australian muscle cars and, as the only European, it no longer fitted. A sinking brake pedal indicated a faulty master cylinder, easily sorted, and since then it has only needed an exhaust. The SLC soon became the favourite for Sunday trips up and down the coast and into the mountains.

Then we chanced upon a W116 series 280SE wagon, also on eBay, a month later. Mercedes never made an estate version of this model, of course, and I recognised it as one of the rare Crayford conversions.

It was not far away in the NSW Southern Highlands and the price was right, so we arranged to have a look. It was a bit scruffy, though I gave it the thumbs up and drove it back down the hills to home. It had been repainted in a vivid bright green and was known as Kermit, but after some research on *The Muppets* I decided that Wasabi was more appropriate. After a good

clean and a service – plus getting the air-con re-gassed – I had my local specialist reinstall the hydraulic self-levelling rear suspension, which markedly improved the ride.

The Crayford design looked well done, but the top half of the tailgate was a Ford Granada rear window welded to the back end of the Merc bootlid so, although it had a generous load area, it still had a high ledge at the back – not ideal for heavy lifting. Despite this, it proved useful for hauling during house renovations, and our dog could jump in the side door for trips to the beach.



500SLC sports rally-style Cibie lamp rack



In Sutherland National Park with green 500SLC of Greg Yates and Joe Bartram's 350SLC



280E replaced one lost in last year's flood



First SLC was rough: soon sold for spares



'Wasabi' W116 Crayford is now in Malaysia

There were others, too, but how many Mercedes one household needs was partly answered when a collector in Malaysia who was searching for a Crayford got in touch. There were 13 surviving and known to various M-B clubs worldwide, and he wanted one. We came to a deal and I drove it to Sydney docks for a sad farewell last year.

It took me six months to find a clean enough replacement for the 280E, the longest I had been without a 123 of some description since the mid-'80s, but the SLC is still the 'Sunday' car and, although a bit of a gas-guzzler in city traffic, it's ideal for long-distance cruising.

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Colin Chapman did a pretty good job on the Seven's standard suspension set-up, but if you do fancy modifying it, these dampers are now available. They come with integral spring platforms, plus adjustable bump and rebound rates. Gaz can set them up for road use – which is also suitable for the occasional track day – or for racing. Each unit has a zinc-plated body and will be covered by a two-year warranty. A gas cell in the outer reservoir helps to prevent cavitation under enthusiastic use. The price shown is for each front damper. Rears can be specified for a de Dion axle or a live axle at £65.06 each. Height-adjustable spring platforms are also available to special order, while springs are supplied separately.



Gaz's latest dampers can be set up for road or track use, and are fine-tuned via a single knob on the side

## MG BRAKE HOSES

£45.27 08458 385364;

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Forge's Hosetechnik line includes handmade off-the-shelf kits for the MGA, MGB and MGC, but the company can also replicate hoses for rarer models. The Teflon-coated braided lines come with stainless-steel end fittings and a lifetime guarantee, plus the PVC sleeves are available in 12 colours.



## FORD BREATHER HOSE KIT

£126.31 01443 238464;

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Owners of the Series 1 Escort RS Turbo can now get hold of this breather kit. The four silicone hoses take oil vapours away from the crankcase to prevent them being sucked back into the engine. Samco also supplies a stainless-steel hose-clamp kit for £17.59. Each clamp has a rounded outer edge and smooth inner circumference to minimise damage to the hoses.

## WEBER COLD-START KIT £40.74

01293 533843; [www.southerncarbs.co.uk](http://www.southerncarbs.co.uk)

This application has been designed to prevent a seized or over-rich cold-start device (choke box) on Weber DCOE carburettors. It's intended for competition cars, where the engine can be warmed up before use. Southern Carbs advises that you fit each part in the kit to replace the equivalent component in the carburettor because they all work together.



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## VW BEETLE MASTER CYLINDER £49.96

08458 737250; [www.vwheritage.com](http://www.vwheritage.com)

If you've ever needed to source a dual-circuit master cylinder for the right-hand-drive Volkswagen Beetle, you'll know that the genuine part can be an expensive choice. That's why VW Heritage is now stocking this reproduction item as a slightly more wallet-friendly alternative. It is suitable for 1966-onwards models that are equipped with the beam-axle rear end. The necessary rubber plugs and plastic pipes are already in place, and you can order it as part number 114-611-015/BCR.

VW Heritage's master cylinder comes with everything you need



## JAGUAR MANIFOLD

£690 01932 787100;

[www.webcon.co.uk](http://www.webcon.co.uk)

Owners of Jaguar's XK120 or 150 who fancy extracting a bit more performance from its straight-six powerplant can now get hold of a manifold that enables fitting of triple Weber DCOE carburettors. Webcon's latest kit comprises a one-piece alloy casting plus carb mounting studs, nuts and O-rings, fuel unions and the company's own underside throttle linkage, which is supplied with the cable. You can order it as part number MW3037.

## SHOWROOM SHINE

£19.99 08455 001133;

[www.greasedlightning.co.uk](http://www.greasedlightning.co.uk)

This waterless cleaner is claimed to 'clean, polish and protect in one'. It's certainly convenient – we've tested it on Clements' Magnette and Port's Scimitar and achieved decent results. The maker says that it is safe to use on all types of paint, and the price shown above is for a pack that also includes two microfibre Miracle Cloths. There is enough in the bottle to clean 8-10 family cars.







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Primary happily tackles one-offs: here workshop manager Adrian Smith and Simon Clark devise bracketry for Stratos

# PIPE DREAMS BECOME REAL

## Primary Designs

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**Staff** 15 Tel 01844 216057

**Web** [www.primarydesigns.co.uk](http://www.primarydesigns.co.uk)

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Though Primary Designs has its claws deep into F1 racing, owner Pat Barrett hasn't forgotten the company's roots – in racers that are now acquiring a certain vintage. He built systems for Cosworth DFVs when they were current and is still doing them. Historic F1 owners beat a path to PD's door, and it will always consider a custom set-up. On our visit, two of its staff were fabricating an exhaust for a Stratos rep, its Alfa V6 demanding intricate tube work in a confined space – plus it has to look and sound good, too.

That's not a problem, given the top-quality materials, high-tech tools and almost surgical conditions under which collectors and

joints are fabricated and TIG-welded. Argon back-purging gives immaculately clean welds – and fab colours. It's beautiful, clinical and undramatic. For more modern applications, Barrett likes Zircotec coatings (C&SC, July '09) to manage the heat better: "Though it's a shame to cover those lovely welds."

Having started building chassis for March in the late 1970s before moving to Williams from '81-'82, Barrett worked for another exhaust firm until '98 when he branched out on his own: "When we started there were just two of us, and the first job was a Lola. It was all historic and bespoke systems, then we moved into F1 in 2000. In 2006 we had four F1 teams on the go and in 2011 it took off. But all the time we get

requests for one-offs, such as McLarens, Alfa T33s and we've been asked to do a Lamborghini LM002.

"Historic F1 traditionally uses four-into-one systems, but mostly we're doing four-to-two-to-one for more torque. You might get pipe lengths from the engine builder, or just the diameters, but we know what a DFV ran back in the day. I want it to look like the original, and for the Hesketh 308C we only had photos – you have to do all the design yourself – plus it's all got to clear the rear suspension.

"We reckon it takes 45-50 hours for a V8, and try to have cars in and out in a week." That sort of system costs £4440, or more for a Can-Am car. Add 30% if you want Inconel, a nickel alloy that has high strength

at elevated temperatures, so it can be made lighter, with wall thicknesses down to as little as 0.3mm.

Barrett uses the same 3D computer-design software as the F1 teams, but cheerfully admits that a lot of the work for older cars is by eye – "so it looks right". Only about 30% of the tube is bought in. PD makes the rest from 47-83mm diameters, welded on a special seam-welding rig – yet the results look seamless.

Although Primary's client list reads like racing royalty in every discipline from F1 to offshore powerboats, there will always be room for classics to leaven the mix. As Barrett concludes: "I've always been a fan of the old Group B cars, and we've had them in the dozen." **Paul Hardiman** 



Argon back-purging gives pristine welds



Four-into-one set-up for a Cosworth F1 V8



Delicately bending a piece of Inconel tube





Clockwise, from main: Bonhams achieved £2.8m for original Mercedes; Ferrari 250GTE project and Bugatti Type 40 at Beaulieu; ex-Eyston Maserati, £533,500



## MERCEDES LEADS BONHAMS SALE

A 1928 Mercedes topped Bonhams' Goodwood Revival auction to cap a successful couple of weeks for the firm. The S-type Sports Tourer was bought new by a retired British army officer, and has remained in the same family ever since. Fitted with a fabric body by Cadogan, the car was treated to a number of modifications, such as a Wilson preselector gearbox and a different exhaust manifold. An anonymous bidder in the room secured the unrestored, beautifully patinated example for £2,801,500.

Also crossing the block during the Sussex event on 15 September

was the much-anticipated Hartley Collection of Maseratis. The highest price from the quartet was achieved by a 1929 Tipo 26M that boasted period race history and made £1,681,500. The ex-George Eyston sister car reached £533,500, while an A6G/2000 coupé went for £236,700. Hartley's incredible homebuilt V4 Sedici Cilindri recreation made £432,700.

Other cars to break the £1million barrier included the 1939 Lagonda V12 team car (£1.28m) and an Alfa 1750SS Competition Tourer that doubled its estimate to make £1.09m. Almost forgotten in the

pre-sale hype generated by the Mercedes was an ex-works Healey 3000. Driven in period by Paddy Hopkirk and Timo Mäkinen, ARX 91B made £242,300. There was also a number of big sellers away from the headline lots, such as a Daimler SP250 at £40,250; full sale results to follow next month.

The previous week, Bonhams raised a total of almost £2.6m at its annual Beaulieu date. Held on 8 September during the International Autojumble, the sale's catalogue included the contents of the Exmoor Classic Car Museum in Porlock. Of the 10 former exhibits

that were listed, a 1927 Bugatti Type 40 Roadster was the top result at £149,340, with other highlights including a Ferrari Dino 246GTS (£144,860) and a Rolls-Royce 20hp Doctor's Coupé (£57,500). At the close of play, the collection had accrued a total of £667,128.

Away from the museum cars, interesting lots included a 1962 Ferrari 250GTE restoration project, which smashed its estimate by selling to a UK-based telephone bidder for £82,140. The 1938 Delage D6-70 Tourer that was first owned by actress Margaret Lockwood realised £51,750.



## Mecum goes large in Texas

The Hallbrook Collection of cars raised a combined total of \$5.2million in Dallas from 5-8 September, but the biggest single result in Mecum's monster event came from elsewhere in the form of a 1967 Chevrolet Corvette Triple Black convertible. The low-mileage, concours-winning machine reached \$285,000. Next up was a '69 Yenko Camaro at \$240,000.

The Hallbrook cars were originally acquired by enthusiasts Gary and Donna Hall, and achieved a sale rate of 85%, with 82 going to new homes. Three of them made it into the event's top-10 results: a 2005 Ford GT (\$187,500); a 1938 Lincoln K Semi-Collapsible Cabriolet with coachwork by Brunn & Company (\$152,500); and a restored 1956 Lincoln Premiere Convertible (\$152,500).



More than 1200 vehicles were included in the four-day sale, which was held at the city's Convention Center, with Mecum accruing an impressive total of \$31,618,778.

Chevrolet Corvette (far left) and Camaro (left) were the headline lots





## Charity gains from VW sale

Silverstone Auctions' two CarFest sales – held on 25-26 August at Laverstoke Park and 9 September at Cholmondeley Castle – raised £91,000 for Children In Need. Event host Chris Evans acted as auctioneer at the earlier event when a 1964 VW split-screen Dormobile Camper crossed the block. The BBC Radio 2 DJ brought the hammer down at £30,500, with owner Malcolm Railson donating all of the money to charity.



### ASTON SCORES AGAIN

Historics at Brooklands recorded a total of more than £1 million for the fourth successive auction on 1 September. The biggest seller was a restored 1964 Aston Martin DB5 (above) that went for £330,000. The firm's next sale is on 24 November.

### H&H ANNOUNCES NEW DATES

H&H has revised its auction calendar for the remainder of the year. The forthcoming sales will now be: 23 October at the Imperial War Museum, Duxford; 31 October at The Pavilion Gardens, Buxton; and 5 December at Newbury Racecourse.



### BIG MONEY FOR LITTLE SPRITE

Anglia Car Auctions achieved an impressive result when this Austin-Healey Sprite sold in King's Lynn on 18 August. The one-owner car has covered fewer than 700 dry miles since being fully restored in 2008 and sold for £15,750.

## Coming soon to auction



### FRAZER NASH PREPARES TO FLY AT DUXFORD FIXTURE

H&H's 23 October sale at the Imperial War Museum, Duxford will include a 1954 Frazer Nash Le Mans Replica. The car was partially completed at the factory, where it remained until the late 1960s, when it was sold to Betty Haig and the Frazer Nash Club. Not until 1975, however, was chassis FN209 built into a complete car by Crosthwaite & Gardiner. The team there installed a Bristol BS4 engine and fitted a lightweight body that was originally built for chassis number FN157. In 1982, it received a MkII body from chassis FN183. Over the next three decades, the Le Mans Replica competed in a number of historic events, and it's just been treated to a bare-metal respray. It's estimated to make £450-550,000.

### EX-VARZI BUGATTI ON OFFER

A 1931 Bugatti Type 54 that was raced by Achille Varzi at Monza in 1931 is tipped to be the star of Bonhams' Rétromobile sale in Paris on 7 February next year. The Italian event marked the first outing for the 4.9-litre Type 54, and Varzi won his heat before going on to finish third in the final. The car carries an estimate of £2.5-3.5 million. Another early consignment is a 1911 Panhard et Levassor Type X14 25hp Tourer with seven-seater coachwork by Achille Vanvooren of Paris (£2-300,000). See [www.bonhams.com](http://www.bonhams.com) for details.



Type 54 boasts impeccable race history

### ACA HOPES MERCURY WILL RISE

If you fancy a restoration project to keep you busy over the winter, Anglia Car Auctions has this 1969 Mercury Cougar for its 30 November sale. Due to be sold with no reserve, the Mercury was last on the road in 1987. According to records, that was when chassis 9F91H563221 last changed hands – it comes with no keys or paperwork and is being sold on behalf of a housing partnership. ACA reports that it is complete, however. See [www.angliacarauctions.co.uk](http://www.angliacarauctions.co.uk)



Tired Mercury needs a full restoration

### TEMPEST SET FOR SURREY SALE

Barons has got a rare Oldsmobile Tempest listed for its 30 October auction at Sandown Park in Surrey. Recently imported from Dallas, USA, the 1963 Le Mans-spec convertible features the 3.2-litre 'Trophy 4' engine that was derived from Pontiac's V8, plus a powered roof. It has been fully restored – during which time the engine was rebuilt – and comes with its original owner's manual. Barons estimates that the Tempest will fetch £10-12,000.



Tempest has been imported from Dallas

## The Auction diary

### OCTOBER

**8 Bonhams** Simeone Automotive Museum, Philadelphia, Pennsylvania, USA 001 212 461 6515/415 391 4000; [www.bonhams.com](http://www.bonhams.com)

**11 RM** Hershey Lodge, Pennsylvania, USA 001 800 211 4371; [www.rmauctions.com](http://www.rmauctions.com)

**12-13 Branson** Convention Center, Branson, Missouri, USA 001 800 335 3063; [www.bransonauction.com](http://www.bransonauction.com)

**13 Coys** Royal Ascot Racecourse, Berks. Viewing 12, pre-sale 13. Auction pm 020 8614 7888; [www.coys.co.uk](http://www.coys.co.uk)

**14 Shannons** Melbourne, Australia 0061 2 8019 4116; [www.shannons.com.au](http://www.shannons.com.au)

**20 RM** Charlie Thomas Collection, Dallas, Texas, USA 001 800 211 4371; [www.rmauctions.com](http://www.rmauctions.com)

**22 Shannons** Spring Classic, Sydney, NSW, Australia 0061 2 8019 4116; [www.shannons.com.au](http://www.shannons.com.au)

**23 H&H** Imperial War Museum, Duxford, Cambs. Viewing 22, pre-sale 23. Auction 1pm 08458 334455; [www.handh.co.uk](http://www.handh.co.uk)

**25-27 Mecum** Pheasant Run Resort, St Charles, Illinois, USA 001 262 275 5050; [www.mecum.com](http://www.mecum.com)

**26 SWVA** Parkstone, Poole, Dorset. Viewing pre-sale. Auction 11am 01202 745466; [www.swva.co.uk](http://www.swva.co.uk)

**27 Richard Edmonds** Castle Combe Circuit, Wiltshire. Viewing and automobilia 26, vehicles viewing pre-sale 27 01249 444544; [www.richardedmonds.com](http://www.richardedmonds.com)

**28 Motorclassica** Melbourne, Victoria, Australia 0061 409 327 220; [www.motorclassica.com.au](http://www.motorclassica.com.au)

**30 Barons** Sandown Park, Esher, Surrey. Viewing 3-7:30pm 29. Auction 1:30pm 08454 306060; [www.barons-auctions.com](http://www.barons-auctions.com)

**31 H&H** Pavilion Gardens, Buxton, Derbyshire. Viewing pm 30, pre-sale 31. Auction 1pm 08458 334455; [www.handh.co.uk](http://www.handh.co.uk)

For more events or to add your own, go to [www.classicandsportscar.com/diary](http://www.classicandsportscar.com/diary)



## UK RESULTS

| CAR                                    | YEAR  | COND                       | SALE          | PRICE    |
|----------------------------------------|-------|----------------------------|---------------|----------|
| Alfa Romeo 2000 GTV                    | 1972  | exc/restd                  | Silverstone   | £15,568  |
| Alfa Romeo 2000 GTV                    | 1972  | vg/restd                   | Silverstone   | £12,880  |
| Alfa Romeo Duetto Spider rally         | 1967  | exc/restd                  | Historics     | £13,200  |
| Alpine A310                            | 1976  | exc/refurb                 | Silverstone   | £14,784  |
| Alvis 12/50 TJ Lamb tourer+dickey      | 1932  | vg/restd(o)                | Historics     | £36,700  |
| Alvis 12/70                            | 1939  | supb/restd(o)/gh           | Historics     | £94,600  |
| Alvis Speed 20 SB C&E 4-seater tourer  | 1934  | vg/restd(o)                | Bonhams       | £56,350  |
| Aston Martin DB5                       | 1964  | supb/restd                 | Historics     | £330,000 |
| Aston Martin Lagonda                   | 1984  | exc/restd                  | Bonhams       | £28,750  |
| Aston Martin V8                        | 1975  | f/restn(s)                 | Bonhams       | £8050    |
| Austin Eight saloon                    | 1939  | g/vorig/lm                 | Silverstone   | £2420    |
| Austin Mini Cooper                     | 1968  | exc/engine rebuilt         | Historics     | £6875    |
| Austin Mini Countryman                 | 1967  | exc/orig/lm                | Silverstone   | £14,500  |
| Austin Mini Super De Luxe              | 1963  | exc/restd                  | Silverstone   | £8960    |
| Austin Seven Chummy 4-seater tourer    | 1927  | g/restd(o)                 | Bonhams       | £9200    |
| Austin Seven Coventry Victor special   | 1925  | vg/restd(o)                | Bonhams       | £10,590  |
| Austin Seven RP Box Deluxe saloon      | 1934  | g/restd                    | Bonhams       | £5750    |
| Austin Seven Ulster replica            | 1931  | g/restd(o)                 | Bonhams       | £12,420  |
| Austin-Healey 100                      | 1956  | vg/restd/mods              | Historics     | £34,650  |
| Austin-Healey 100 lhd                  | 1956  | f/p/restd                  | Historics     | £23,375  |
| Austin-Healey 3000                     | 1964  | exc/restd                  | Bonhams       | £32,200  |
| Austin-Healey Sprite                   | 1959  | vg/vorig                   | Silverstone   | £8736    |
| Austin-Healey Sprite                   | 1960  | supb/restd/oo              | ACA           | £15,750  |
| Austin-Healey Sprite                   | 1965  | vg/restd                   | ACA           | £3255    |
| Austin-Healey Sprite                   | 1969  | exc/restd                  | ACA           | £4935    |
| Bentley 3/4-litre Speed VdP 4-seater   | 1925  | exc/restd(o)               | Bonhams       | £158,300 |
| Bentley 3 1/2-litre                    | 1935  | g/orig/g/hist              | Bonhams       | £34,510  |
| Bentley MKVI                           | c1949 | p/restn(m)/rolling chassis | Bonhams       | £862     |
| Bentley MKVI 4 1/2-litre saloon        | 1949  | p/restn(m)                 | Bonhams       | £4600    |
| Bentley S1                             | 1956  | f/restn(s)                 | Bonhams       | £6670    |
| Bentley S1                             | 1959  | vg/refurb(o)               | Bonhams       | £23,000  |
| Bentley S3                             | 1962  | p/restn(s)                 | Bonhams       | £8970    |
| Bentley S3                             | 1965  | g/restd                    | Historics     | £15,675  |
| BMW 635CSi                             | 1984  | exc/repaint/orig int       | ACA           | £3045    |
| BMW 2002tii                            | 1973  | exc/v.orig                 | Historics     | £17,050  |
| BMW Isotta 300                         | 1959  | vg/restd(o)/sh/fo          | Historics     | £8064    |
| Bugatti Type 40                        | 1927  | vg/n.orig                  | Bonhams       | £149,340 |
| Buick Limited Riviera lhd              | 1958  | vg/v.orig/lm               | Historics     | £22,000  |
| Chevrolet Bel Air                      | 1957  | exc/restd                  | Historics     | £12,650  |
| Chevrolet Corvette Sting Ray           | 1964  | vg/restd(o)                | Bonhams       | £43,700  |
| Chevrolet Corvette Sting Ray           | 1967  | supb/restd                 | Bonhams       | £57,500  |
| Citroën 1 1/2-litre                    | 1929  | f/refurb(o)                | Peter Francis | £3300    |
| Citroën DS19                           | 1971  | vg/restd(o)/repaint        | ACA           | £6465    |
| Citroën DS19 lhd                       | 1967  | g/v.orig/mech refurb       | Silverstone   | £6600    |
| Daimler Sovereign 4.2                  | 1981  | g/repaint                  | ACA           | £4200    |
| Daimler V8-250                         | 1969  | vg/restd/orig int          | ACA           | £5985    |
| Datsun 280ZX                           | 1982  | f/repaint                  | ACA           | £1700    |
| Delage D6-70 Coach 4-seater tourer     | 1938  | g/p/restd/hi               | Bonhams       | £51,750  |
| Delage R4 2-seater tourer              | 1913  | vg/restd(o)                | Bonhams       | £42,550  |
| Essex Super Six lhd                    | 1928  | vg/restd(o)                | Bonhams       | £8050    |
| Ferrari 250GTE lhd                     | 1962  | f/dismantled               | Bonhams       | £82,140  |
| Ferrari 308GT4                         | 1978  | exc/restd(o)               | Historics     | £17,600  |
| Ferrari 308GTS                         | 1980  | exc/repaint/retrim         | ACA           | £23,100  |
| Ferrari 308GTS qv                      | 1983  | vg/restd                   | Historics     | £19,250  |
| Ferrari Dino 246GTS                    | 1972  | exc/restd                  | Bonhams       | £144,860 |
| Ferrari Mondial cabriolet              | 1988  | exc/lm/hi                  | Silverstone   | £26,655  |
| Ferrari Mondial qv                     | 1982  | vg/restd                   | Silverstone   | £11,088  |
| Ford Capri 2.8i                        | 1984  | vg/refurb                  | Silverstone   | £5096    |
| Ford EB3W pick-up                      | 1956  | exc/restd                  | Bonhams       | £8625    |
| Ford Mustang notchback lhd             | 1966  | vg/restd                   | Silverstone   | £14,850  |
| Ford Mustang GT fastback lhd           | 1967  | exc/restd                  | Silverstone   | £34,720  |
| Ford Taunus 1300                       | 1967  | f/repaint                  | ACA           | £2730    |
| Ford Thunderbird lhd                   | 1957  | exc/v.orig                 | Historics     | £27,225  |
| Ford Thunderbird lhd                   | 1964  | vg/restd(o)                | Bonhams       | £9775    |
| Hillman Imp Caledonian                 | 1976  | f/restd(o)/repaint         | ACA           | £2415    |
| Humberette 8hp 2-seater tourer         | 1913  | f/restd(o)                 | Bonhams       | £23,000  |
| Jaguar 340                             | 1968  | vg/restd/orig int          | ACA           | £6090    |
| Jaguar E-type S1 2+2                   | 1966  | exc/restd(o)/lm            | Silverstone   | £26,180  |
| Jaguar E-type S1 2+2                   | 1966  | exc/restd/mods             | Silverstone   | £25,630  |
| Jaguar E-type S2 2+2                   | 1969  | vg/restd                   | Silverstone   | £20,720  |
| Jaguar E-type S2 fhc                   | 1971  | vg/restd                   | Silverstone   | £27,776  |
| Jaguar Mk2 3.8                         | 1962  | supb/restd/mods            | Historics     | £29,700  |
| Jaguar MkX 3.8                         | 1963  | f/refurb/recom(s)/fo       | Peter Francis | £2800    |
| Jaguar MkX 3.8                         | 1964  | g/restd(o)/orig int        | ACA           | £7350    |
| Jaguar XJ-S                            | 1978  | vg/recom                   | Silverstone   | £1430    |
| Jaguar XJ-S                            | 1992  | vg/repaint                 | ACA           | £2625    |
| Jaguar XJ-S                            | 1993  | exc/refurb                 | ACA           | £3360    |
| Jaguar XJ-S                            | 1993  | vg/repaint/orig int        | ACA           | £2520    |
| Jaguar XJ-S 3.6 cabriolet              | 1985  | vg/repaint                 | ACA           | £4252    |
| Jaguar XJ-S KWE                        | 1990  | exc/restd/mods             | Silverstone   | £7700    |
| Jaguar XK140 fhc                       | 1955  | vg/restd(o)                | Historics     | £30,525  |
| Jaguar XK140 fhc                       | 1956  | exc/restd                  | Bonhams       | £40,250  |
| Jaguar XK150 fhc                       | 1957  | f/restd(o)/refurb(s)       | Bonhams       | £16,675  |
| Jaguar XK150S dhc                      | 1959  | exc/restd(o)               | Bonhams       | £70,940  |
| Jensen Interceptor III convertible lhd | 1976  | g/restd(o)/retrim          | Bonhams       | £18,400  |
| Lagonda 3-litre                        | 1955  | f/restn(s)/no engine       | Bonhams       | £1725    |
| Lagonda 3-litre Tick dhc               | 1956  | g/restd(o)/hi              | Bonhams       | £23,000  |
| Lanchester 23hp dhc                    | 1928  | f/restn(s)                 | Bonhams       | £32,775  |
| Lancia Delta HF Turbo 4WD              | 1988  | exc/restd/ex-thd           | Silverstone   | £5500    |
| Lancia Delta Integrale HF Evo 1        | 1991  | exc/repaint                | Silverstone   | £10,340  |
| Lancia Lambda S8 Alb coupé             | 1928  | g/refurb(o)/orig int/hi    | Bonhams       | £59,740  |
| Lancia Lambda S8 4-seater tourer       | 1930  | supb/restd/ex-saloon       | Bonhams       | £68,700  |
| Lancia Fulvia Sport 1.35               | 1969  | vg/restd(o)                | Silverstone   | £11,872  |
| Lotus Europa S2 racer                  | 1970  | f/restn(s)/fo              | Bonhams       | £5980    |
| Lotus-Ford Cortina                     | 1965  | exc/restd                  | Historics     | £41,250  |
| Maserati 430SE                         | 1989  | g/lm                       | Silverstone   | £4928    |
| Maserati Biturbo Spyder                | 1992  | vg/lm                      | Silverstone   | £7728    |
| Maserati Merak SS                      | 1977  | exc/refurb/gh              | Historics     | £22,000  |



Austin-Healey 100 had been restored to 'M' specification and made £34,650 at Historics



Very tidy BMW 635CSi, £3045 with ACA



Corvette Sting Ray, £57,500 at Bonhams



Ex-Fayed Mondial, £26,655, Silverstone



Restored Imp Caledonian, £2415 at ACA



Original BGT Jubilee, £4480, Silverstone



Historics' immaculate MGC made £14,850

|                          |       |                       |               |         |
|--------------------------|-------|-----------------------|---------------|---------|
| Mercedes-Benz 250S       | 1968  | g/recom/fo            | Peter Francis | £5300   |
| Mercedes-Benz 280C       | 1983  | f/refurb(s)           | Silverstone   | £1430   |
| Mercedes-Benz 280S       | 1970  | f/refurb(o)           | ACA           | £1207   |
| Mercedes-Benz 280SL+hdtp | 1969  | exc/restd/gh          | Silverstone   | £35,940 |
| Mercedes-Benz 280SL+hdtp | 1970  | g/restd(o)            | Bonhams       | £25,300 |
| Mercedes-Benz 300SL      | 1988  | exc/refurb/lm         | Silverstone   | £9688   |
| Mercedes-Benz 300SL+hdtp | 1986  | exc/restd             | Silverstone   | £9460   |
| Mercedes-Benz 300SL+hdtp | 1987  | vg/restd/sh           | Historics     | £6160   |
| Mercedes-Benz 350SL+hdtp | 1976  | vg/restd              | ACA           | £3255   |
| Mercedes-Benz 420SL      | 1986  | vg/recom              | Silverstone   | £7616   |
| Mercedes-Benz 600        | c1963 | f/non-runner/restn(s) | ACA           | £21,200 |
| MG 1300                  | 1968  | exc/restd/gh          | Silverstone   | £3300   |
| MGA lhd                  | 1959  | f/refurb(o)/restn(s)  | Bonhams       | £13,800 |
| MGB                      | 1963  | exc/restd             | Peter Francis | £7600   |
| MGB                      | 1965  | vg/restd(o)/recom     | Historics     | £5720   |
| MGB                      | 1969  | supb/restd            | Silverstone   | £16,352 |
| MGB                      | 1972  | g/refurb              | Peter Francis | £2600   |
| MGB                      | 1974  | vg/restd/lm           | Silverstone   | £5488   |
| MGB                      | 1978  | vg/restd(o)           | ACA           | £2940   |
| MGB+hdtp                 | 1978  | vg/restd(o)           | Bonhams       | £5290   |
| MGB GT                   | 1973  | vg/restd(o)           | Bonhams       | £3680   |
| MGB GT Jubilee           | 1975  | vg/vorig/fo           | Silverstone   | £4480   |
| MGC                      | 1968  | exc/restd             | Historics     | £14,850 |
| MGC                      | 1968  | exc/restd             | ACA           | £12,337 |
| MG Midget                | 1969  | exc/restd             | ACA           | £4935   |
| MG Midget                | 1970  | vg/restd(o)/retrim    | Silverstone   | £5720   |
| MG Midget                | 1977  | vg/restd              | ACA           | £3737   |
| MG Midget                | 1977  | g/restd               | ACA           | £1942   |



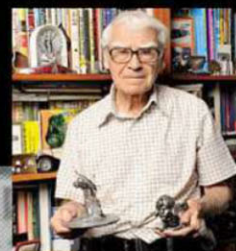
**OCTOBER 14<sup>TH</sup> 2012 GENTLEMAN'S COLLECTION  
AUCTION IN FONTAINEBLEAU**

**Classic Cars, Motorcycles & Classic Boats**



1969 FERRARI 365 GT 2+2

**NOVEMBER 10<sup>TH</sup> 2012  
AUCTION IN LYON during MOTORSHOW ÉPOQU'AUTO**  
**Classic Cars, Motorcycles & Classic Boats**



The Lucien LOREILLE  
Automobilia/library collection, (part 2)

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c1929 CHENARD & WALCKER 1500 Y7 "Torpile"



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## UK RESULTS

| CAR                                   | YEAR | COND                        | SALE        | PRICE   |
|---------------------------------------|------|-----------------------------|-------------|---------|
| MG Midget                             | 1978 | vg/restd                    | ACA         | £1925   |
| MG TD                                 | 1952 | p/restn (m)                 | Bonhams     | £4600   |
| MG TF-1250 lhd                        | 1952 | vg/restd (o)                | Bonhams     | £13,800 |
| MG TF-1250 lhd                        | 1954 | exc/restd/lm/oo             | Bonhams     | £34,500 |
| MG TF-1250 lhd                        | 1954 | supb/restd                  | Bonhams     | £26,450 |
| Morgan 4/4                            | 1938 | exc/restd                   | Silverstone | £17,920 |
| Morris Mini                           | 1960 | vg/restd (o)/hi             | Silverstone | £8910   |
| Morris Minor convertible              | 1960 | vg/restd (o)/repaint        | ACA         | £4000   |
| Peugeot 205GTI 1.9                    | 1990 | exc/restd                   | Silverstone | £7392   |
| Pontiac GT0 convertible lhd           | 1967 | supb/restd                  | Bonhams     | £41,400 |
| Pontiac GT0 coupe lhd                 | 1965 | exc/restd                   | Bonhams     | £21,275 |
| Porsche 356B cabriolet+hdtp lhd       | 1960 | g/engine rebuilt/refurb (o) | Historics   | £38,500 |
| Porsche 911 Carrera 3.2 targa         | 1987 | exc/fsh/G50 box             | Silverstone | £15,125 |
| Porsche 911 Carrera 3.2 targa         | 1988 | exc/repaint/sh/lm           | Historics   | £15,950 |
| Porsche 911SC targa                   | 1982 | vg/repaint/orig int         | ACA         | £9030   |
| Porsche 911 turbo SSE                 | 1986 | exc/refurb                  | Historics   | £20,350 |
| Porsche 924                           | 1979 | vg/restd                    | Historics   | £2532   |
| Reliant Scimitar SE5a                 | 1972 | g/restd (o)                 | ACA         | £1732   |
| Renault Dauphine                      | 1964 | vg/restd                    | ACA         | £3250   |
| Renault XB 14/20hp tourer             | 1905 | g/restd (o)                 | Bonhams     | £39,100 |
| Riley 12/4 Kestrel 2-seater roadster  | 1935 | supb/restd                  | Bonhams     | £61,980 |
| Riley Elf                             | 1963 | f/refurb (o)/restn (s)      | ACA         | £1522   |
| Riley Elf                             | 1967 | vg/engine rebuilt/alloys    | Silverstone | £3960   |
| Riley Nine Monaco saloon              | 1930 | g/refurb (o)                | Bonhams     | £12,420 |
| Rolls-Royce 20hp Mitch doctor's coupé | 1923 | exc/restd (o)               | Bonhams     | £57,500 |
| Rolls-Royce 20/25 HJM saloon          | 1933 | f/refurb (o)/fo             | Bonhams     | £14,950 |
| Rolls-Royce 20/25 HJM saloon          | 1934 | vg/restd (o)                | Bonhams     | £26,450 |
| Rolls-Royce 20/25 Hpr dhc             | 1933 | g/vorig/gh                  | Bonhams     | £46,000 |
| Rolls-Royce 20/25 Hpr saloon          | 1929 | vg/restd                    | Bonhams     | £33,650 |
| Rolls-Royce Silver Shadow II          | 1968 | g/refurb (s)/sh             | Bonhams     | £5980   |
| Rolls-Royce Silver Shadow II          | 1977 | f/repaint/sh                | Historics   | £4510   |
| Rolls-Royce Silver Shadow II          | 1980 | g/refurb                    | Bonhams     | £4025   |
| Rolls-Royce Silver Spirit II          | 1990 | vg/repaint/sh               | ACA         | £6405   |
| Rover 60                              | 1955 | vg/restd                    | ACA         | £4830   |
| Rover 90                              | 1958 | exc/restd/gh/fo             | Historics   | £6490   |
| Rover 90                              | 1959 | f/refurb (o)                | ACA         | £1325   |
| Rover 100                             | 1960 | exc/restd                   | Historics   | £8800   |
| Rover 100                             | 1960 | g/restd                     | ACA         | £3150   |
| Rover 100                             | 1962 | f/restd (o)/repaint         | ACA         | £1575   |
| Singer 10/26hp roadster               | 1925 | vg/restd (o)                | Bonhams     | £7820   |
| Singer Junior                         | 1932 | g/refurb (o)                | Bonhams     | £5060   |
| Singer Nine LM Team Car replica       | 1934 | exc/restd                   | Bonhams     | £42,550 |
| Standard Vanguard                     | 1959 | f/repaint/orig int          | ACA         | £1785   |
| Sunbeam 16.9hp dhc+dicky              | 1928 | f/refurb (o)/restn (s)/fo   | Bonhams     | £20,700 |
| Sunbeam 20/60hp 4-seater tourer       | 1925 | vg/restd (o)/repaint        | Bonhams     | £33,350 |
| Triumph 1300                          | 1970 | vg/restd                    | ACA         | £975    |
| Triumph GT6 MkIII                     | 1971 | vg/restd                    | ACA         | £3255   |
| Triumph Herald 13/60                  | 1968 | vg/repaint/orig int         | ACA         | £1680   |
| Triumph Herald 13/60                  | 1971 | g/restd (o)/repaint         | ACA         | £1225   |
| Triumph Herald 13/60 convertible      | 1971 | f/restd (o)                 | ACA         | £1225   |
| Triumph Spitfire                      | 1971 | f/refurb (o)                | Historics   | £5500   |
| Triumph Spitfire                      | 1972 | g/restd (o)                 | ACA         | £1725   |
| Triumph TR3A                          | 1959 | exc/restd                   | ACA         | £14,280 |
| Triumph TR4                           | 1962 | exc/restd/mods/Surrey top   | Historics   | £11,220 |
| Triumph TR4A IRS                      | 1966 | exc/restd (o)/repaint       | Historics   | £13,475 |
| Triumph TR6                           | 1969 | exc/restd                   | Silverstone | £9778   |
| Triumph TR6                           | 1972 | exc/restd                   | ACA         | £12,332 |
| Triumph TR6                           | 1975 | vg/restd                    | ACA         | £7455   |
| Triumph TR6 lhd                       | 1971 | vg/restd                    | ACA         | £8505   |
| Triumph Vitesse 1600                  | 1962 | g/restd                     | ACA         | £1837   |
| TVR 2500M                             | 1976 | f/restn (s)/hi              | Historics   | £3300   |
| Vanden Plas Allegro                   | 1975 | f/restd (o)                 | ACA         | £875    |
| VW Beetle                             | 1964 | exc/vorig/fsh               | Silverstone | £39,200 |
| VW Beetle convertible                 | 1973 | vg/restd                    | Silverstone | £4510   |
| VW Camper                             | 1971 | vg/restd                    | ACA         | £8820   |
| VW Dormobile split-screen camper      | 1964 | exc/restd                   | Silverstone | £33,550 |
| VW Golf GTI Mkl                       | 1983 | vg/refurb                   | Silverstone | £7500   |
| Wolseley 7hp 2-seater tourer          | 1922 | vg/restd (o)/hi             | Bonhams     | £11,730 |



Porsche 356 was originally exported to the USA and included hard-top, £38,500, Historics



Cute Renault Dauphine made £3250, ACA



Renault XB, £39,100, Bonhams Beaulieu



Silverstone's tidy Riley Elf reached £3960



Handsome Sunbeam, £33,350 at Bonhams



ACA's Triumph GT6 looked good at £3255



VW made an amazing £39,200, Silverstone

## REST OF WORLD HIGHLIGHTS

| CAR                                | YEAR | SALE           | PRICE      |
|------------------------------------|------|----------------|------------|
| AC Cobra 289                       | 1964 | RM             | £844,800   |
| AC Cobra 289                       | 1965 | Russo & Steele | £499,840   |
| AC Cobra 289                       | 1965 | Mecum          | £407,040   |
| AC Cobra 427                       | 1965 | RM             | £950,400   |
| AC Cobra 427                       | 1966 | Gooding & Co   | £528,000   |
| Alfa Romeo Duetto Spider 1600      | 1966 | Shannons       | £24,656    |
| Alfa Romeo Giulietta Sprint Veloce | 1956 | Russo & Steele | £193,600   |
| Amphicar 770                       | 1964 | Worldwide      | £40,238    |
| Aston Martin 15/98 4-seater sports | 1938 | Bonhams        | £136,960   |
| Aston Martin DB2                   | 1950 | RM             | £197,120   |
| Aston Martin DB3S                  | 1955 | RM             | £235,400   |
| Aston Martin DB4                   | 1960 | Gooding & Co   | £316,800   |
| Aston Martin DB4GT                 | 1960 | RM             | £1,302,400 |
| Aston Martin DB5                   | 1964 | Gooding & Co   | £478,720   |
| Auburn 12 boat-tail speedster      | 1932 | AA by RM       | £170,500   |
| Auburn 12 phaeton                  | 1932 | AA by RM       | £112,530   |
| Auburn 12 saloon-cabriolet         | 1934 | Worldwide      | £293,260   |
| Austin-Healey 100                  | 1956 | Bonhams        | £52,992    |
| Austin-Healey 100                  | 1956 | Gooding & Co   | £76,736    |
| Austin-Healey 100M                 | 1956 | RM             | £123,200   |
| Austin-Healey 3000                 | 1965 | RM             | £42,240    |
| Austin-Healey 3000                 | 1967 | Gooding & Co   | £45,760    |
| Austin-Healey Sprite               | 1958 | Shannons       | £11,028    |

|                                               |      |                |            |
|-----------------------------------------------|------|----------------|------------|
| Bentley 3/8 Litre 'Hawkeye Special'           | 1924 | RM             | £429,440   |
| Bentley 4 1/2 Litre LM                        | 1928 | Gooding & Co   | £3,872,000 |
| Bentley Continental R-type Fastback           | 1953 | RM             | £1,038,400 |
| BMW 3.0 CSL Gp2 racer                         | 1970 | Bonhams        | £136,960   |
| BMW M1                                        | 1981 | Gooding & Co   | £154,880   |
| Bugatti Type 57 Atalante                      | 1936 | Gooding & Co   | £950,400   |
| Bugatti Type 57C Stelvio                      | 1938 | Gooding & Co   | £827,200   |
| Bugatti Veyron                                | 2008 | Gooding & Co   | £756,800   |
| Buick Skylark                                 | 1953 | AA by RM       | £119,350   |
| Cadillac Series 370-A V12 convertible-coupe   | 1931 | Worldwide      | £143,220   |
| Chevrolet Corvette 427/435 convertible        | 1967 | Mecum          | £187,302   |
| Chevrolet Corvette L88 convertible            | 1968 | Mecum          | £390,080   |
| Chevrolet Corvette roadster                   | 1953 | Russo & Steele | £109,120   |
| Chevrolet Yenko Camaro                        | 1969 | Mecum          | £157,728   |
| Citroën 5CV roadster                          | 1925 | Shannons       | £15,245    |
| Cooper Monaco                                 | 1962 | RM             | £112,640   |
| Daimler 40/50 Double Six                      | 1932 | Gooding & Co   | £1,900,800 |
| Devin SS roadster                             | 1959 | Russo & Steele | £105,600   |
| Duesenberg Model J 'Blue J' dual-cowl phaeton | 1929 | Gooding & Co   | £1,267,200 |
| Duesenberg Model J convertible-coupe          | 1929 | RM             | £1,214,400 |
| Duesenberg Model J sedan                      | 1935 | AA by RM       | £283,030   |
| Ferrari 250GT California LWB                  | 1957 | Gooding & Co   | £4,224,000 |
| Ferrari 250GT California LWB                  | 1960 | Gooding & Co   | £7,216,000 |
| Ferrari 250GT California                      | 1962 | RM             | £5,491,200 |
| Ferrari 250GT TdF                             | 1956 | RM             | £4,294,400 |
| Ferrari 275GTB                                | 1965 | RM             | £756,800   |
| Ferrari 275GTB                                | 1965 | Gooding & Co   | £605,440   |
| Ferrari 275GTB/4                              | 1967 | RM             | £950,400   |





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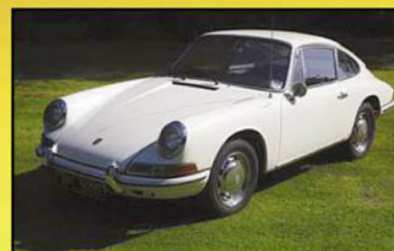
## CLASSIC CAR AUCTION Saturday 3<sup>rd</sup> November 2012 FURTHER ENTRIES INVITED



**1926 Ford Model T**  
Part of a private collection  
Guide Price: £12,000 - 15,000



**1981 Lotus Sunbeam**  
Guide Price: To be advised



**1966 Porsche 912 LHD**  
Guide Price: £19,000 - 23,000



**1971 Lancia Fulvia S2 1.3**  
Guide Price: £6,000 - 8,000



**1979 Ford Escort MK II 1600 Sport**  
Historic Rally Prepared  
Guide Price: £7,000 - 9,000

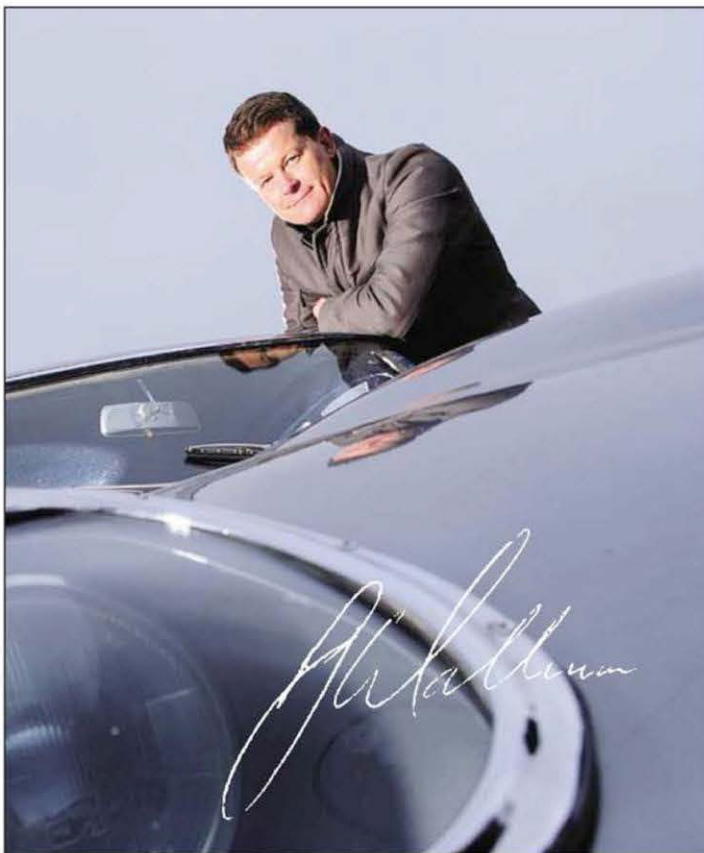


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## AUCTION RESULTS

## REST OF WORLD HIGHLIGHTS

| CAR                                                | YEAR  | SALE           | PRICE      |
|----------------------------------------------------|-------|----------------|------------|
| Ferrari 275GTB/4                                   | 1967  | RM             | £950,400   |
| Ferrari 288GTO                                     | 1985  | Gooding & Co   | £668,800   |
| Ferrari 330GTC                                     | 1967  | Gooding & Co   | £352,000   |
| Ferrari 330GTC                                     | 1967  | Bonhams        | £191,872   |
| Ferrari 340MM                                      | 1953  | Gooding & Co   | £3,027,200 |
| Ferrari 365GTB/4                                   | 1972  | Russo & Steele | £242,880   |
| Ferrari 365GTS/4                                   | 1972  | Mecum          | £712,320   |
| Ferrari 400 Superamerica                           | 1962  | Gooding & Co   | £1,513,600 |
| Ferrari 410S                                       | 1955  | RM             | £5,280,000 |
| Ferrari 550TRC                                     | 1957  | Gooding & Co   | £2,886,400 |
| Ferrari 857S                                       | 1955  | Gooding & Co   | £4,012,800 |
| Ferrari Dino 246GTS                                | 1972  | Russo & Steele | £232,320   |
| Ferrari Dino 246GTS                                | 1974  | Bonhams        | £161,600   |
| Ferrari Dino 246GTS                                | 1974  | Russo & Steele | £158,400   |
| Ferrari Enzo                                       | 2003  | Gooding & Co   | £915,200   |
| Ferrari F40                                        | 1991  | RM             | £457,600   |
| Fiat 130                                           | 1974  | Shannons       | £21,083    |
| Ford GT40                                          | 1966  | Bonhams        | £1,411,200 |
| Ford GT40                                          | 1967  | RM             | £1,830,400 |
| Ford GT40                                          | 1968  | RM             | £7,040,000 |
| Ford GT40 prototype                                | 1964  | Gooding & Co   | £3,168,000 |
| Healey Silverstone D-type                          | 1949  | Bonhams        | £85,920    |
| Holden HK Monaro 186                               | 1969  | Shannons       | £19,462    |
| Honda S600                                         | 1966  | Shannons       | £9731      |
| Horch 853A roadster                                | 1938  | RM             | £3,308,800 |
| Hudson Hornet                                      | 1952  | Gooding & Co   | £114,400   |
| Jaguar C-type                                      | 1953  | Gooding & Co   | £2,384,000 |
| Jaguar Mk2 3.8                                     | 1960  | Bonhams        | £26,496    |
| Jaguar MkIV                                        | 1947  | Shannons       | £28,868    |
| Jaguar E-type S1 3.8 roadster                      | 1961  | Gooding & Co   | £116,160   |
| Jaguar E-type S1 3.8 roadster                      | 1963  | RM             | £105,600   |
| Jaguar E-type S1 3.8 roadster                      | 1964  | RM             | £80,960    |
| Jaguar E-type S1 3.8 roadster                      | 1965  | RM             | £52,800    |
| Jaguar E-type S1 4.2 fhc                           | 1965  | Gooding & Co   | £91,520    |
| Jaguar E-type S1 4.2 roadster                      | 1967  | RM             | £91,520    |
| Jaguar SS100 3½-litre                              | 1937  | RM             | £225,280   |
| Jaguar XK120 alloy roadster                        | 1949  | RM             | £179,520   |
| Jaguar XK120 roadster                              | 1951  | Gooding & Co   | £51,040    |
| Jaguar XK120 roadster                              | 1952  | RM             | £59,840    |
| Jaguar XK120 roadster                              | 1954  | Gooding & Co   | £65,184    |
| Jaguar XK140 fhc                                   | 1955  | RM             | £59,840    |
| Jaguar XK140 3.4 dhc                               | 1956  | Bonhams        | £58,880    |
| Lamborghini 350GT                                  | 1966  | RM             | £228,800   |
| Lamborghini 400GT                                  | 1966  | RM             | £225,280   |
| Lamborghini Countach LP400                         | 1976  | Gooding & Co   | £422,400   |
| Lamborghini Miura P400                             | 1972  | Gooding & Co   | £880,000   |
| Lamborghini Miura P400                             | 1967  | RM             | £422,400   |
| Lancia Aurelia B24S convertible                    | 1956  | Gooding & Co   | £154,880   |
| Lola T70 Mk2/Mk3-bodied                            | 1966  | Bonhams        | £207,360   |
| Lotus Eleven                                       | 1956  | RM             | £80,960    |
| Lotus Eleven                                       | 1956  | Gooding & Co   | £64,000    |
| Lotus Elite                                        | 1960  | Gooding & Co   | £59,840    |
| Maserati 3500GT                                    | 1962  | Gooding & Co   | £151,360   |
| Maserati A6G/2000                                  | 1955  | Gooding & Co   | £1,056,000 |
| Maserati Ghibli Spyder                             | 1969  | RM             | £260,480   |
| Maserati Type 61 'Birdcage'                        | 1959  | Gooding & Co   | £2,252,800 |
| McLaren F1 GTR long-tail                           | 1997  | Bonhams        | £2,464,000 |
| Mercedes-Benz 190SL roadster                       | 1959  | Gooding & Co   | £130,204   |
| Mercedes-Benz 300SL coupé                          | 1955  | RM             | £749,760   |
| Mercedes-Benz 300SL coupé                          | 1955  | Gooding & Co   | £721,600   |
| Mercedes-Benz 300SL coupé                          | 1956  | Mecum          | £457,920   |
| Mercedes-Benz 300SL roadster                       | 1961  | Gooding & Co   | £506,880   |
| Mercedes-Benz 300SL roadster                       | 1961  | Mecum          | £390,080   |
| Mercedes-Benz 300SL roadster                       | 1963  | Gooding & Co   | £1,020,800 |
| Mercedes-Benz 540K Special roadster                | 1936  | Gooding & Co   | £7,532,800 |
| Mercedes-Benz CLK GTR                              | 1998  | RM             | £704,000   |
| MGA                                                | 1961  | Gooding & Co   | £23,936    |
| MGB                                                | 1966  | Shannons       | £9731      |
| MG TC                                              | 1948  | RM             | £42,240    |
| Miller TNT                                         | 1919  | Gooding & Co   | £774,400   |
| Monteverdi Hai 450SS prototype                     | 1970  | Gooding & Co   | £369,600   |
| Morris 1000 van                                    | 1960  | Bonhams        | £16,192    |
| Nash Metropolitan                                  | c1956 | Shannons       | £5838      |
| Packard Twelve dual-cowl                           | 1934  | Worldwide      | £197,780   |
| Porsche 356 1500 Speedster                         | 1954  | Gooding & Co   | £183,040   |
| Porsche 356 Carrera 2 cabriolet                    | 1963  | Gooding & Co   | £323,840   |
| Porsche 356A Speedster                             | 1958  | Gooding & Co   | £211,200   |
| Porsche 911 Carrera RS                             | 1973  | Mecum          | £318,848   |
| Porsche 911RSR                                     | 1974  | Mecum          | £593,600   |
| Porsche 911S 2.4                                   | 1973  | Gooding & Co   | £137,280   |
| Porsche 911S                                       | 1973  | Worldwide      | £77,748    |
| Porsche 914/6                                      | 1970  | Gooding & Co   | £39,424    |
| Porsche 917/10                                     | 1972  | Mecum          | £3,731,200 |
| Porsche 962                                        | 1987  | Mecum          | £559,680   |
| Porsche RS60                                       | 1960  | Gooding & Co   | £2,217,600 |
| Rolls-Royce 40/50 Silver Ghost limo                | 1915  | RM             | £359,040   |
| Rolls-Royce Silver Cloud II dhc                    | 1962  | Gooding & Co   | £149,600   |
| Rolls-Royce Springfield Phantom II Henley roadster | 1931  | RM             | £440,000   |
| Shelby GT350                                       | 1966  | Worldwide      | £115,940   |
| Shelby GT350                                       | 1966  | Russo & Steele | £151,360   |
| Simplex 50 Speedcar                                | 1908  | Mecum          | £1,288,960 |
| Talbot-Lago T23 teardrop-coupé                     | 1938  | RM             | £1,689,600 |
| Tatra 603                                          | 1974  | Shannons       | £6487      |
| Tatra T87                                          | 1941  | Bonhams        | £179,200   |
| Tojeiro-MG                                         | 1952  | RM             | £98,560    |
| Toyota 2000GT                                      | 1968  | Gooding & Co   | £401,280   |
| Triumph Spitfire                                   | 1976  | Shannons       | £6487      |

Only cars believed sold are listed. Prices include buyer's premium, but not the VAT payable on it





Gorgeous 250GT California was a rare alloy-bodied Competizione, £7.21m, Gooding & Co



Bonhams achieved £1.41m for '66 GT40



Restored Lambo 400GT, £225,280 at RM



Lotus Eleven Climax hit £80,960 with RM



Headline-grabbing 540K, £7.53m, Gooding



Stylish Tatra T87, £179,200 at Bonhams



Gooding & Co raised £401,280 for Toyota

#### SALE RATES AND STATISTICS

ACA, King's Lynn, Norfolk, 1 Aug: 5% buyer's premium, 76 cars sold of 102 offered - 75% sale rate, £366,990 sale total; Bonhams, Carmel, California, USA, 16-17 Aug: 15%, 55/96 - 57%, £7.46m; Mecum, Monterey, California, USA, 16-18 Aug: 6%, 348/599 - 62%, £20.6m; Russo & Steele, Monterey, California, USA, 16-18 Aug: 10%, 158/281 - 56%, £6.4m; RM, Monterey, California, USA, 17-18 Aug: 10%, 106/119 - 89%, £61.3m; Peter Francis, Carmarthen, 18 Aug: 10%, 7/24 - 29%, £23,920; Gooding & Co, Pebble Beach, California, USA, 18-19 Aug: 10%, 110/123 - 89%, £72.8m; H&H, Stoneleigh Park, Warks, 26 Aug: 2/7 - 29%, £2260; Silverstone, CarFest South, Hants, 26-27 Aug: 42/69 - 61%, £649,479; Shannons, Melbourne, Australia, 27 Aug: 0%, 27/36 - 75%, £306,682; AA by RM, Auburn, USA, 30 Aug: 2 Sep: 10%, c760/1000 - 76%, £11.84m; Historics, Brooklands, Surrey, 1 Sep: 10%, 47/99 - 47%, £1.32m; Mecum, Dallas, Texas, USA, 5-8 Sep: 6%, 863/1099 - 79%, £19.59m; Worldwide, Auburn, USA, 7 Sep: 10%, 92/131 - 70%, £3.26m; Bonhams, Beaulieu International Autojumble, Hants, 8 Sep: 15%, 79/103 - 77%, £2.24m; Silverstone, CarFest North, Cheshire, 9 Sep: 10%, 23/41 - 56%, £369,400

#### GUIDE KEY

f - fair; g - good; vg - very good; exc - excellent; supb - superb; conc - concours; sh - service history; fsh - full service history; ghst - good history file; hi - historically interesting; orig - original; v.orig - very original; n.orig - not original; lm - low mileage; vlm - very low mileage; del miles - delivery miles; oo - one owner; fo - few owners; p - poor; refurb - refurbished; recom - needs recommissioning; restd - restored; restd(o) - older restoration; restn(s/m) - straightforward/major restoration; prestd - partially restored; compl - complete; inc - incomplete; to - taxes owing; not reg - not UK registered

#### COACHBUILDERS KEY

Alb - Albany; C&E - Cross & Ellis; Coach - Coachcraft; HJM - HJ Mulliner; Hpr - Hooper; Lamb - Lamborne; ME - Mann Egerton; Mitch - F Mitchell; Tick - Tickford; VdP - Vanden Plas



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# JAG PRICE REVIVAL AT GOODWOOD



E-type fhc was strong at £97,500, but low-mileage and original



Jaguar middies: XJR15 and XJ13 replica



At £4500, 4 Litre R looked like a bargain



Antelope XJ-S V12 had starred in C&SC

The huge footfall at Goodwood's C&SC-backed Revival Car Show has ensured the continued success of the ever-expanding 'Over the Road' market area. "A lot of people come in here for nothing," said Hurst Park's Trevor Wooding. "It's still the best car show in England, never mind what's happening on the other side of the road."

And this year the clear theme was Jaguar, with some fascinating examples to complement the Cs, Ds, E-types and saloons big and small doing battle on the circuit.

Dutch-based Zwakman and Brit firm Oselli shared a stand with some true Coventry exotics, including an XK150 3.8S by Bertone, the unique 1938 SS100 fixed-head Earls Court Show car, plus mid-engined extremes: a 2001 XJR15 and an exacting XJ13 replica.

Elsewhere, there were some heady price-tags: Clayton Classics had a 1968 Mk2 (with all of the Beacham toys) for £64,950 and a 1969 E-type S2 2+2 for a massive £79,950. The sale sign read: 'This may well be the most expensive S2

2+2 on the market but it is probably the best.' It wasn't the priciest E-type, though: Graeme Hunt's '65 4.2 fhc, showing just 19,600 miles, was £97,500. Local firm Arun of Pulborough – which by Saturday had sold a very fine XJ-S V12 Convertible – had its feet more on the ground with a couple of lovely S1 roadsters that looked reasonable at £69,995 and £74,995.

Plenty of private vendors were trying their luck in the Car Show – and being pretty ambitious. We saw a Volvo P1800 for £16,950, a '64

Mini Cooper 'S' at £29,950 and a '67 Countryman for £19,950. We liked a Mercedes owner's approach: inviting offers on his '63 230SL, then updating it with 'best offer so far' notices in the 'screen (£34k by midday Saturday). There were even a few bargains: we loved the Vanden Plas Princess 4 Litre R for just £4500, and the Jaguar XJ-S nestling behind a £100k XK140 on Hurst Park's stand. At £8495 it was a lot for an HE, but we know this minter from April's anniversary feature and it's bang on the money.

## Single-seater fun for two

Toby Sutton is best known to C&SC readers for his timber automotive sculptures (see *Automobilia*), but more knowledgeable enthusiasts may also know him as the creator of the Brooke ME190, which went on to become the Brooke Double R ([www.brookecars.co.uk](http://www.brookecars.co.uk)). "I designed and made the car 20 years ago," says Sutton. "Six were sold to Japan then I sold the business. It was my personal interpretation of a car with '50s single-seater looks and seating for two, which would be as much fun at 40mph as at 140mph."

Powered by a GM XE twin-cam engine on throttle bodies, the ME190 produced 216bhp at 7200rpm, driving the rear wheels through a Renault Fuego Turbo five-speed 'box: "I found new ones sitting on a shelf in the Paris suburbs. The tricky bit was making the bellhousing." Now Sutton has decided that the time has come to sell the original prototype that he had retained: "I'm sure I will have pangs of regret, but I'm not so flexible these days!"

If you fancy taking on this very fast and rare road-racer, Sutton is looking for offers over £15,000. E-mail: [susutton2@tiscali.co.uk](mailto:susutton2@tiscali.co.uk)





## Fine day for Fiennes

Classic enthusiasts gathered in Broughton Poggs, Oxfordshire on 8 September for the opening of Rolls-Royce and Bentley specialist Fiennes Restoration's new premises, which will bring the firm's engineering and coachwork skills under one roof for the first time. As well as launching a new apprenticeship scheme on the day, Fiennes announced record financial results, thanks to a 36% rise in exports over the past year.

"We've taken a determined attitude to bring our skills to an international audience," said boss Will Fiennes. "Not even a recession can stop us!" Local MP – and PM – David Cameron paid tribute to the firm's success: "It is great to see such a thriving local enterprise." Call 01367 810438 or see [www.fiennes.co.uk](http://www.fiennes.co.uk)



Vintageants out in force for Fiennes



You could relax where Lady Di once sat...



...but \$2m for a stretched Shadow is a lot!

## Royal links seal the deal

There's little doubt that a Royal connection adds value to a classic, and Volo Auto Museum ([www.volocars.com](http://www.volocars.com)) is hoping that the lure of Diana, Princess of Wales will result in the dollars flowing in for its armour-plated 1979 Rolls-Royce Silver Wraith II. Described by museum director Brian Grams as "the most significant car from Princess Diana's US history", the Wraith was used by the Princess on her first US visit in 1985.

"The car has very rich history and all the documentation to back it up," says Grams, "including video footage of the couple in the car at the White House with the Reagans. It was valued at \$2million by the Berman Museum of History. We will be offering it in a no-reserve online auction on 9 November, the anniversary of Diana's visit."

Another car with blue blood, albeit from a very different Royal family, is the Bristol 402 formerly owned by HRH Prince Varanand

of Thailand. The late Prince, a WW2 Spitfire pilot, bought the rare drophead new and used it for several years. The 402, one of 22 built, is owned by marque specialist Brian May (0121 430 3767; [bristols@btinternet.com](mailto:bristols@btinternet.com)). He has yet to decide whether to sell the car, but is on the lookout for images of it during the Prince's ownership.



That Prince's old Bristol, now owned by May



### RACERS UP FOR GRABS

After 20 years of competing in historics, Robert Barrie has founded a brokerage to build on his experience of matching cars to events. Stock as C&SC went to press included two early Porsche 911s (EPOA), an Alfa Giulia Spider (£33k) and a stunning Giulia Super (above, £38k), all to FIA spec. See [www.robertbarrielimited.com](http://www.robertbarrielimited.com)



### A PAINFUL PARTING

Reader Mick Thorburn alerted us to an advert in the Winchester, Virginia edition of *Craigslist*. The 1955 Packard Super Clipper 'field car' was on offer for just \$300, with the vendor adding: 'Must sell, having vasectomy, only have enough money to do one side.' As Thorburn put it: "Available at a snip for the snip (sorry!)"

## Price watch Citroën DS/ID

"Values are rising steadily, but only for the right cars," says DS guru Nigel Wild of the Citroën Car Club. "As with any classic, you really want to buy a restoration someone else has already paid for: £14-15,000 should get you a really good Pallas, DS21 or DS23, but turning a scruffy D into a good one could easily cost £20k." Values are sometimes higher, but not often. One car has sold for more than £20,000 at auction this year in Britain.

You needn't have to pay that sort of money, though. Most DSs are in the £6-9000 ballpark: "That should be enough for a genuinely nice one, though possibly of lower specification or left-hand drive. Bear in mind that a

**'Early DSs are scarce and interest in them is growing, but it's the Chapron-built Décapotable that really hits the headlines'**

wary: "One for that money will very likely be needing extensive work before long." Among the variants, Safaris offer more practicality but are a lot rarer, yet values remain close to those of the saloons. Similarly, early DSs are scarce and interest in them is growing. It's the Chapron-built drop-top Décapotable that really hits the headlines, though. Says Wild: "Even a restoration project will be £40-50,000. Good ones are £60-90,000, while the very best command between £100,000 and £170,000. It's what the market will stand. Provenance is important, though."

recently imported D from the south of France may be a better bet than a genuine right-hand-drive car of the same price because the latter will probably have more rust. There's a premium for right-hookers."

You can pick up a D for as little as £2500-4500, but you need to be



Citroën's 'Goddess' remains a startlingly futuristic design that works in modern traffic

### AUCTION RESULTS

1967 Citroën DS19 lhd £6600  
Silverstone, Cheshire, September  
1965 Citroën ID19 lhd £6457  
Osenat, Fontainebleau, France, June  
1971 Citroën D Spécial £7980  
ACA, King's Lynn, Norfolk, March  
1966 DS21 Décap £55,200  
Bonhams, Oxford, March

### CLASSIFIEDS

'61 DS19 Le Dandy Coupé £79,995, one of 50 by Chapron  
020 7225 3388 (T)  
1972 DS21 Pallas Semi-Auto £10,995, LHD, very usable  
01322 837001 (T)





# FORD MODEL A

Henry's Depression-busting son-of-Model T makes a great introduction to vintage motoring, as **Malcolm McKay** explains

PHOTOGRAPHY **TONY BAKER**



**T**he Model A represented a whole new era compared to the Model T. Gone was the idiosyncratic (though clever) planetary transmission, in favour of a normal three-speed 'box with clutch. The hand-operated rear-only brakes were uprated with four-wheel foot-pedal operation. And pumped cooling superseded the thermo-siphon type, while coil ignition replaced a magneto and electric starting was standard.

Just like a modern car to drive, then – except right-hand-drive cars where the throttle is in the centre, brake on the right. Plus, there's no synchro and reverse is where first would normally be.

Built in 53 factories in 15 countries worldwide (as far afield as Chile, Turkey and Japan), the number of Model As made seems to be worthy of a Miss Marple mystery, with wildly differing figures quoted that each look authoritative. The MAFCA's website contains a page of body styles totalling 4,858,644 and another of production by plant of 3,724,747 all in. Other sources quote 3.25 million, or 4.32. Look up British production and you learn that it was 25,464 (1928-'30 Manchester, '31 Dagenham) – or was it 14,516?

Certainly UK build was dismal compared to

the US, due to the huge difference in roads and tax regimes. The Model A saved Ford at home, but here it was an over-sized anachronism, rated at 24hp. A stop-gap was the 2-litre 14.9hp AF, though it was slow: the 24hp is preferable today. Many cars now in Europe are ex-USA – and in Britain many are ex-Argentina or Uruguay, where they were right-hand drive in period.

The worldwide anticipation at the launch of the Model A was immense: more than 10 million people (10% of the US population) viewed the car on 2 December 1927, and 25m that week. Henry Ford had wanted to build a car as radical as the T had been – he had an air-cooled 'X8' engine under test, with four pairs of cylinders on a common crankshaft – but had to concede to his son Edsel, who argued that a degree of convention was unavoidable for Ford to be competitive.

Henry chose simplicity rather than cheapness, and the Model A had advanced features, such as the first dash-mounted choke. Uniquely in its class, it had hydraulic dampers – a big advantage in ride on rough roads – and a laminated safety-glass windscreen. It came in a range of colours, with prices no higher than the Model T's (\$100 below the competition). Best of all, it was exceptionally rugged: over-engineered to the extreme.



Adaptable A came in various styles, such as Commercial...



...Tudor and Roadster; four-doors too (Phaeton featured)



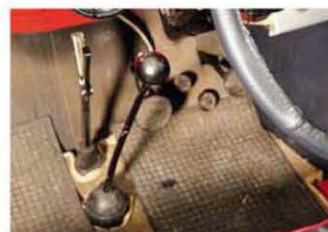


## Rot spots

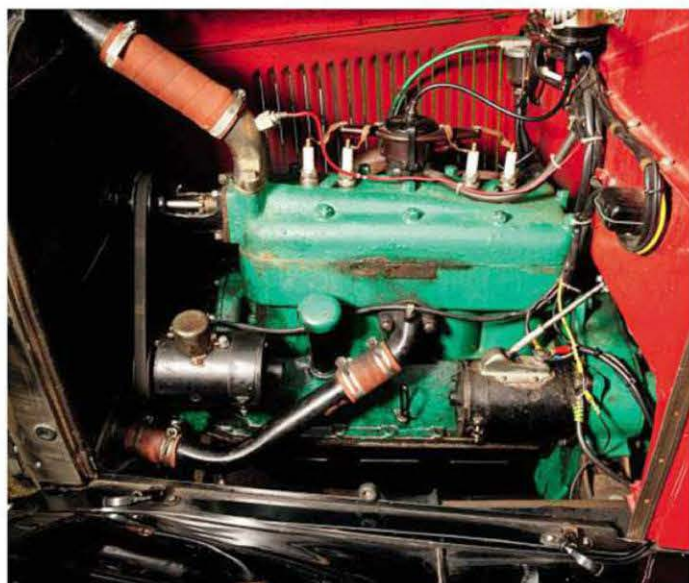
- 1 Front wings around attachment points
- 2 Bottom edges of bonnet
- 3 Fuel tank, notably at base
- 4 A-posts, lower in particular
- 5 Body support channels (there's a steel subframe on some bodies)
- 6 Running boards, esp joints to wing and body/chassis
- 7 Floors (steel and plywood)
- 8 Wood frame inside certain bodies
- 9 Rear inner wings
- 10 Rear light mounting area



A full set of **instruments** and **switchgear** in the correct panel is a bonus, but used parts are fairly readily available and failed items can be rebuilt



Ford had more ball- and roller-bearings than any rival; five were in the **gearbox**, but it will wear out. Multi-plate clutch ('28 only) best replaced by single-plate



**Engine** may be simple, but there's still lots to go wrong. Check carefully for cylinder block cracks: they can be stitched, but will probably entail a full strip and rebuild. Knocking is often a worn fibre cam-timing gear, affecting performance, but heavier knocking and rumbling could be worn bearings; excess smoke suggests worn bores



At £650 a new **radiator** isn't cheap, until you compare it to rebuilding many vintage ones, running into thousands. Check for overheating and leaks



Seven-tooth **steering box** gradually replaced in 1929 by an adjustable two-tooth box; both can wear out, but conversion to the latter is sought-after



Check **wheels** for rust and trueness, and tyres for age. Pre-1930 As should be on 21in rims, but they're NLA. If 19s are fitted, a higher-ratio diff is desirable



Kingpin-type **suspension** is durable if greased every 500 miles; a Panhard rod or damper (£130 kit) helps to control front-end shimmy under braking



There aren't many gauges to look at in a Model A, so you can concentrate on your double-declutching



## On the road

Before starting, turn on the fuel tap under the scuttle-mounted tank. The exposed, gravity-feed tank is the actual top of the scuttle on most models. If the car has been laid up for a while, the inside of the tank can rust – you then get problems with muck blocking the outlet pipe and causing intermittent fuel starvation.

Adjust the choke if required; it's important to start with the steering wheel-mounted spark lever retarded, then adjust it for optimum running. The starter is operated by a button on the floor, located in the left-hand-drive position on our test car. With a compression ratio of just 4.22:1, the Model A will run on the cheapest petrol and is not troubled by unleaded fuel.

There is plenty of scope for modifications if you fancy more poke. Model B spec gives 50bhp, or you could invest in one of Belcher Engineering's competition engines: sidevalve 86bhp at 3500rpm, 158lb ft at 1500rpm; or the ultimate IoE conversion on twin SUs, 115bhp, 196lb ft.

Modern roads and 1920s gearing mean your speed is often restricted by comfortable engine revs: fitting a taller-ratio axle is vital if you've changed an early car from 21in to 19in wheels and for a tuned engine. An overdrive conversion (\$1850 for the kit from the USA) is also effective.

Once you get used to period features such as the unsynchronised gearbox and the layout with reverse in the conventional first position, the Model A is a straightforward vintage car to drive. There's oodles of torque and a gearbox that shrugs off amateurish double-declutching with a good-natured chuckle and clunk.



An A can keep up with moderns; more so with subtle mods

## OWNER'S VIEW Richard Forsyth



"I rebuilt an Austin Seven in the 1990s," recalls Forsyth, "then one day I heard a Model A ticking over and knew I had to have one. I found this Phaeton in Skegness in 1997: it had been imported from Argentina and was advertised as 90% rebuilt. It soon turned out that it was 90% in need of restoration. I dismantled it and started again: it took 2½ years. I overhauled everything, converting it to a modern clutch and fitting 19in wheels with a higher-ratio axle. I rebuilt the engine with adjustable tappets. You can get all the parts in the UK, with next-day delivery. I organised a club run to the Loire valley this year, and had a panic when the fibre timing gear stripped a few days before, but was able to get the parts and fix it in time."

## The knowledge

### WHAT TO PAY

|                                |                |
|--------------------------------|----------------|
| Show DL Phaeton/Coupe/Roadster | £25,000        |
| Average open car/closed        | £12,000/10,000 |
| Restoration                    | £2500          |

### PARTS PRICES

|                                        |            |
|----------------------------------------|------------|
| Front wing                             | £750       |
| Headlamps (stainless, pair)            | £399       |
| Rebuilt engine                         | £2500-5000 |
| High-compression cylinder head (5.5:1) | £399       |
| Laminated timing gear                  | £64.50     |
| Stromberg carburettor                  | £299       |
| Water pump                             | £120       |
| Brake shoes (axle set)                 | £180       |
| Kingpin (complete axle kit)            | £195       |

### CLUBS

**Model A Ford Club of Great Britain**  
01594 834321; [www.mafcgb.org.uk](http://www.mafcgb.org.uk)  
**Model A Ford Club of America**  
001 562 697 2712; [www.mafca.com](http://www.mafca.com)

### BOOKS

**Ford Model A Collectors' Originality Guide**  
Schild, MBI **How to Restore the Model A Ford**  
Henry, Clymer Publications **The Legendary Model A Ford** Winnewisser, KP Books

### SPECIALISTS

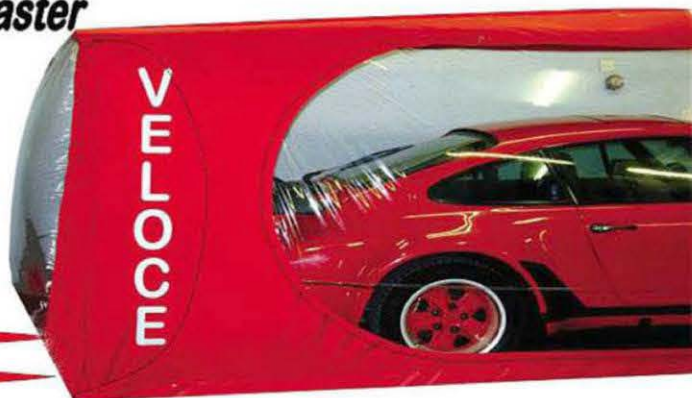
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## TIMELINE

**1927 Oct:** Model A production starts, with Tudor, Sport Coupe, Coupe, Truck, Roadster, Phaeton, Commercial body styles  
**1927 Dec:** Model A launched worldwide  
**1928 Jan:** separate parking brake added (a legal requirement in Columbia/Pennsylvania)  
**1928 May:** Fordor (2-window), Business Coupe, Taxicab, Town Car and Station Wagon added  
**1929 Jan:** Fordor (3-window), Town Sedan and Convertible Cabriolet also available  
**1930 Jan:** stainless steel replaces nickel plating, new chrome-plated bumpers, higher bonnet line concealing fuel tank, more cabin space, integral running boards, 19in wheels replace 21in. Deluxe Coupe, Roadster and Phaeton arrive, plus Victoria  
**1930 June:** stainless oval dash panel  
**1931** Deluxe Tudor and Convertible Sedan added  
**1931 31 Aug:** US production officially ends  
**1932** Last few As built in Canada and Rouge, MI

## FACTFILE

**Sold/number built** 1927-'32/3,724,747  
**Construction** steel chassis, steel/wood body  
**Engine** all-iron, sidevalve 2041/3283cc 'four', with single Zenith carburettor  
**Max power** 28bhp @ 2600rpm-40bhp @ 2200rpm **Max torque** n/a-128lb ft @ 1000rpm  
**Transmission** three-speed manual, non-synchromesh, driving rear wheels  
**Suspension:** front transverse leaf spring, beam axle, radius arms rear transverse leaf spring, live axle, torque tube; Houdaille lever-arm hydraulic dampers f/r  
**Steering** worm and sector  
**Brakes** rod-operated 11x1½in drums all round  
**Length** 12ft 8½in-13ft (3873-3962mm)  
**Width** 5ft 7½in (1715mm)  
**Height** 5ft 9in-6ft (1753-1828mm)  
**Wheelbase** 8ft 7½in (2629mm)  
**Weight** 2073-2500lb (942-1136kg) **Mpg** 25-35  
**0-50mph** 24.6 secs **Top speed** 54-65mph  
**Price new** \$500 (Tudor Sedan, 1929)

## INSURANCE

£83.48, for a 30-year-old London driver with full no-claims bonus and a clean licence on a garaged '28 24hp Phaeton as second car, value £12,500, 5000 limited mileage. Hagerty: 08448 241130.

## THE ALTERNATIVES



### AUSTIN 12HP & 20HP

Using a longer stroke allowed Austin to build a 45bhp rated at 20hp versus the Model

A's 24, and a 12hp vs the 14.9; both were better suited to English lanes, but not as fast as the Fords. Antiquated magneto and artillery wheels.

**Sold/no built** 1927-'31/84,731 **Mpg** 17-27

**0-50mph** 28 secs **Top speed** 51-63mph

**Price new** £595 (20) **Price now** £15-20,000



### MORRIS OXFORD/

**SIX** William Morris'

1920s offerings

curiously included a

2.5-litre sidevalve

'four' (Oxford) and the 2.5-litre ohc Six, with little difference in size and performance. The big Model A was quicker and more stylish than both.

**Sold/no built** 1926-'29/c188,500 **Mpg** 20-30

**0-50mph** n/a **Top speed** 57-63mph

**Price new** £375 (Six) **Price now** £15-20,000

# One to buy £12,500

**Year of registration** 1930 **Recorded mileage**

53,153 **Vendor** Rob Hubbard, nr Chipping Norton; tel: 07775 511825 **For** on the button and ready to go **Against** not concours (but all the better for it)

This Tudor was imported from Michigan in '08, where it had been restored by college students. Since landing in the UK, it has taken part in VSCC trials and been completely rewired by Winston Teague (see *Specialist*, Jan '01), including a fusebox, a proper regulator on the dynamo and H4 headlights. There's a discreet power socket under the dash to plug in a map light and flashing indicators, but otherwise it remains standard.

'Sound but used' best describes its condition. The paint is slightly flat and inside the headlining is new, while the vinyl is smart. Underneath, the chassis is solid, the exhaust is fine and the motor is dry around the sump, with a few drips from the back. Its coolant is full and green, plus the oil is dark and between the levels. There's surface rust on the bulkhead but nothing serious.

The 3.3-litre 'four' fires with a grumble and settles to an even tickover. This A is stress-free to drive, the huge torque compensating for the big gap between second and top. The gearchange is easy as long as you give it time. The speedo doesn't work but will be sorted, and the ammeter shows charge. The Tudor is undemanding to control, doesn't wander and has surprisingly effective brakes. Great fun and very appealing, this is an ideal first vintage choice at not much more money than a far less usable Seven. Sold with Rick's restoration manual and parts list plus VSCC buff form and MoT until 7 November.



Tudor solid, but paint a little flat; tyres are new Blockleys



Interior generally tidy, bar a split in the driver's seat vinyl



'Four' thought to have last been rebuilt 26,000 miles ago



Ford was designed for the US but now makes perfect sense in the UK

## Our verdict

The Model A is one of the simplest vintage cars to own: it has reasonable performance, is strongly built, easy to maintain, much roomier than cramped English cars of the day and well supported with spares. The youngest are 80 years old, though, and in that time every part can get worn, broken or swapped for the wrong bit: check potential purchases with care.

### FOR

- Robust and reliable
- Relatively straightforward to run and drive
- Good performance for its age
- Choice of bodies to suit all tastes

### AGAINST

- Central throttle on right-hand-drive models may catch you out
- Age means everything could be tired by now
- Keeps going even when totally knackered

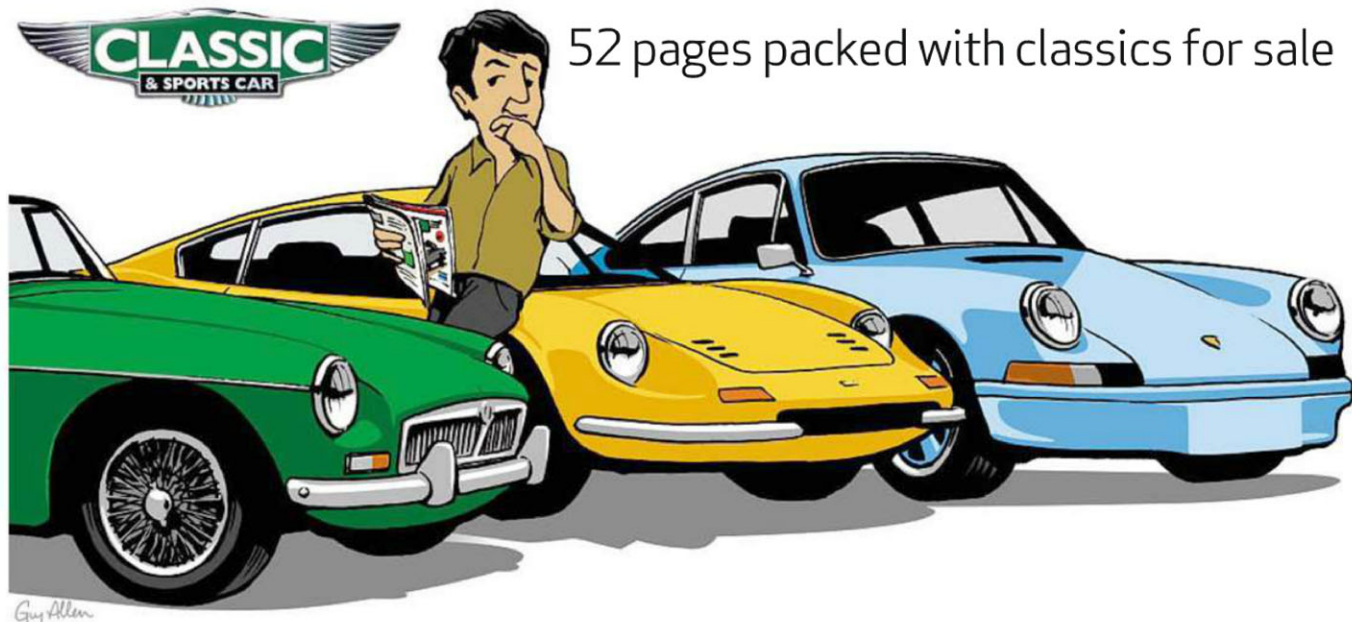


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[www.jagxk.com](http://www.jagxk.com)

**How long have you been in business?** Twyford Moors has been going for 25 years; I bought it in 2006. I'd become involved in motor sport and wanted to race a classic, so I needed a mechanic... I persuaded my wife that it was cheaper to buy the company!

**What would you never part with?** I have trouble parting with any car, but if I could get my hands on an original C-type I would never sell it.

**What's your dream drive?** It's one I will do some day: San Francisco to Vancouver in the C-type.

**If you weren't involved in cars, what would you do?** Given that classics are only a small part of what I do, I fear it would be more of the 'day job' as a lawyer.

**Can you tell us something no one knows about you?** I also chair the Royal School of Needlework. Last year, it produced the Duchess of Cornwall's wedding dress.  
**SEE P215**

## CASE HISTORIES Cars for sale we've tested this month



'57 Alfa Giulietta Sprint p189



1996 Ferrari F355GTS p196



1972 Lotus Europa TC p203

Tests are carried out by experts and are a fair reflection of the cars on the day they were viewed. They should not be taken as a full inspection, and buyers must satisfy themselves of a car's condition before purchase. Cars are sold without tax unless stated

## PICK OF THE CLASSIFIEDS Starts on p223

### 1970 LOTUS ELAN S4 SE £19,500

Drophead in excellent condition. Replacement Lotus chassis, full Spyder roll-bar, solid driveshafts, S3 radiator. Engine to Sprint spec with unleaded conversion.



### 1954 MG TF-1250 £39,995

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## IN THE WORKSHOP Starts on p236

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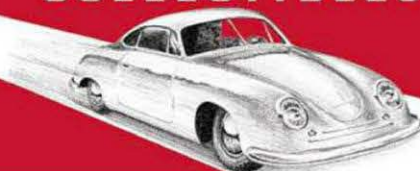
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## European Collectibles wins at The Quail 2012



European Collectibles is proud to announce the latest win at The Quail Motorsports Gathering in Carmel, California on August 17th.

Up against a very large star studded field of 59 cars in the Post-War Sports Car Class our 1958 Porsche 356 1500GT Speedster, the only one to be produced in Aurantium Green, won First in Class.

European Collectibles just completed a Full Concours restoration at our facility in Costa Mesa, California. On its very first outing at the Dana Point Concours the GT Speedster won First in Class in Full Concours with 298.6 points.

We would like to thank our team at European Collectibles for building such an awesome car!

### FIRST IN CLASS WINS 2012 CONCOURS

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- First in Class 1958 356A Carrera 1500GT Speedster - Dana Point 356 Club Concours
- First in Class 1959 356A Carrera 1600GS Coupe - Rancho Mirage Desert Classic Concours
- First in Class 1962 Aston Martin DB4 - San Marino Full Concours
- First in Class 1964 Porsche 356SC Sunroof Coupe - PCA Zone 8 - Shady Canyon Concours
- First in Class and Best of Show - 1958 Porsche 356A T2 Speedster - Greenwich Concours
- First in Class - 1969 Porsche 912 - PCA Zone 8 Concours - Grand Prix Region - Lakewood
- Class Winner - 1959 356A Carrera 1600GS Coupe - La Jolla Motor Classic Concours

### CLASS WINS 2011 CONCOURS

- Class Winner - 1959 Carrera 1600GS Coupe - 356 Registry W.C.H. Concours - Palm Springs
- Class Winner - 1959 Carrera 1600GT Speedster - 356 Registry W.C.H. Concours - Palm Springs
- Class Winner - 1959 356A GT Pushrod Speedster - San Marino Full Concours
- Class Winner - 1960 356B S-90 Roadster - Rancho Mirage Desert Classic Concours
- Class Winner - 1959 356A Carrera 1600GS Coupe - Dana Point 356 Club Concours

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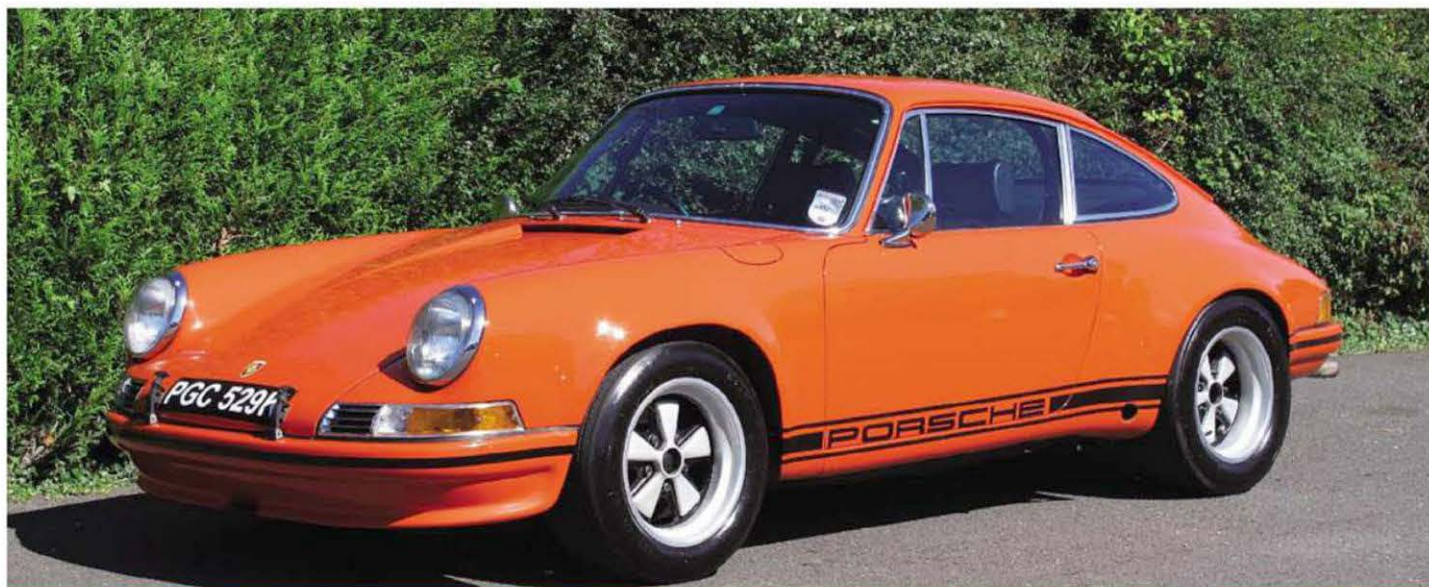
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# 1965 Ferrari 330 GT



## **1. Bodywork:**

Remove windows and all mechanical components. Dismantle key panels; doors, boot and bonnet. Sand blast chassis. Remove any corrosion from the chassis, sills, and body. Weld in new steel including complete new inner and outer sills to both sides. Fit panels to body prior to painting and adjust to fit. Complete repaint. Seal chassis, engine bay and wheel arches. Supply and fit new windscreen.

## **2. Trim:**

All new rubber items, including windshield and rear window seals.

## **3. Brightwork:**

All brightwork polished, plated or chromed as necessary including both bumpers. New jack point covers, emblems, badges and number plates.

## **4. Interior:**

Dismantle and repad front seats. Retrim front and rear seats with new leather. Fit new bound and edged carpets throughout in Wilton. New carpets to boot. Fabricate and fit new rear parcel shelf.

## **5. Mechanics:**

### **A. Brakes:**

Eight new brake cylinders, plate brake parts, two rebuilt brake servos, rebuilt master cylinder, cut and grind brake discs, new brake hoses, fabricate new brake lines, new brake pads throughout and new vacuum banjo.

### **B. Gearbox:**

Complete overhaul by specialist, including latest factory upgrade to second gear synchromesh.

### **C. Overdrive:**

Dismantled and completely overhauled by specialist.

### **D. Clutch:**

Fit new clutch plate; balance clutch and flywheel.

### **E. Rear Axle:**

Complete overhaul by specialist, including new seals, bearings, and setting-up limited slip differential.

### **F. Engine:**

New head studs, new forged and balanced pistons, rebored engine block. New inlet and exhaust valves, new valve guides, timing chain, new small end bushes, full set of new seals, and new engine mountings. Specialist overhaul of cylinder head.

### **G. Suspension:**

New bushes to roll bar, ball joints, silent bloc and upper fulcrum trunnion. Dismantle and service front shock absorbers.

### **H. Exhaust:**

Complete new stainless steel exhaust system, including new stainless steel downpipes and all new exhaust hangers.

### **I. Steering:**

Rebuild steering box with 'worm and peg' from GTO Engineering, fit new bearings and seals, refinish Nardi steering wheel, machine new steering wheel boss, and wheel alignment.

### **J. Carburation:**

Fit new electric auxiliary fuel pump, rebuild mechanical fuel pump, clean and rebuild carburetors, including new float valves, needle valves and gaskets and fit four new filters. Remove petrol tank, descale and treat interior.

### **K. Wheels & Tyres:**

Fit four new triple ear wheel spinners, refurbish and powder coat wheels, fit and balance four new Cinturato radial tyres.

### **L. Electrical:**

New battery, overhaul wiper motor, new radio aerial and new washer pump.

### **M. Cooling:**

Recore radiator and fit new hoses.

**GBP 139,500 – Part exchange considered**

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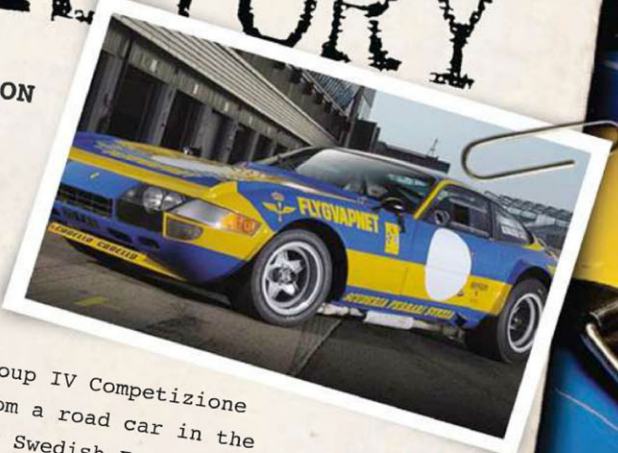


HK

RESTORATIONS

REBUILDING  
HISTORYDESCRIPTION  
OF WORKS

1970 FERRARI  
365 GTB/4  
'DAYTONA'  
GROUP IV  
COMPETIZIONE  
SPEC.



Converted to Group IV Competizione specification from a road car in the mid-seventies by Swedish Ferrari dealer and racer Ulf Boman, and extensively campaigned through the 70's and '80s in Europe and subsequently in the USA. Returned to the UK early 2011. Race prepped by Ian Gwynne at BGMSport.

## WORKS CARRIED OUT BY THORNLEY KELHAM

- Complete strip to bare metal
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- Fabrication of rear brake ducts
- Metalwork allowing fitment of Monza filler cap
- Fettleing and fitting of:
- New aluminium bonnet and frame
- New aluminium door skin
- Fully riveted as per original
- Full rewire with period materials including ancillary lights and reworked dash
- Interior re-trim to racing specification
- New Perspex throughout incorporating vents and sliding panel
- Full repaint to match original livery

The car is now back racing around Europe and appears on various YouTube clips.

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**ASTON MARTIN DB6 VANTAGE VOLANTE, 1967**, California Sage Green/Natural/Tan top, 5-speed ZF manual transmission, Rare Factory Vantage engine specifications, Restored, RHD. **\$P.O.A.**



**ASTON MARTIN DB5 CONVERTIBLE, 1965**, Midnight Blue/Beige/Blue cloth, 5-speed ZF transmission, Rare Factory air conditioning, 1 of 19 original LHD, Probably the best available

anywhere and from any collection, certainly the most decorated and honored DB5C having won numerous awards at prestigious concours events throughout the world. Absolutely superb, a welcomed addition to any collection. **\$255,000.00**



**ASTON MARTIN V8 VOLANTE, 1988**, Windsor Red/Magnolia/Parchment Everflex convertible top, 49,000 miles from new, Fuel Injected, Automatic transmission, one family from 1988 to 2011, fully serviced, repainted and converted to European chrome bumpers, recent 1st in Class at the Road America Concours d'Elegance. **\$185,000.00**



**PORSCHE 356C CABRIOLET, 1965**, Champagne Yellow/Green/Black top, 4 speed, 1600cc engine, Matching Numbers, Restored, 12volt conversion, tools, jack, spare as well as Porsche Certificate of Authenticity for inspection by appointment. **\$135,000.00**



**LAMBORGHINI ISLERO, 1968**, Bronze/Tan interior, 5-speed, Factory A/C, Complete and thorough history from new. An enormous amount of time and money has been spent to bring this Islero to its current exceptional standard Cosmetically, Structurally and Mechanically. **\$159,500.00**



**ASTON MARTIN V8 VANTAGE COUPE, 1983**, Blue/ Magnolia, Original LHD, 50,000 original miles, 5-Speed manual, Recent bare metal respray and full servicing, complete history, last owner for 16 years, superb throughout. **\$215,000.00**

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|-----------------------------------------------------------------------------------------------------------------------------------|--------------|
| Aston Martin DB6 Coupe, 1967, Blue/Red, Restored, Vantage Specs. A/C, LHD                                                         | \$295,000.00 |
| Aston Martin DB6 Coupe, 1967, Goodwood Green/Black, LHD, Restored, 5-spd, A/C                                                     | \$298,000.00 |
| Aston Martin V8 Volante, 1979, Black/Tan/Tan top, 5-spd, PoW cosmetics, Restored                                                  | \$195,000.00 |
| Aston Martin V8 Vantage Cpe, 1983, Blue/Blue, RHD, 5-spd, Ronals, Superb Condition                                                | \$160,000.00 |
| Aston Martin V8 Volante, 1986, Blue/Tan/Tan top, Auto, Chrome Bumpers, Restored                                                   | \$165,000.00 |
| Aston Martin V8 Volante, 1988, York Red/Tan/Tan top, 14k miles from new, Auto                                                     | \$115,000.00 |
| Aston Martin Virage, 1992, Midnight Blue/Magnolia, 13k miles, Auto, Fully Serviced                                                | \$49,500.00  |
| Aston Martin DB AR1 Roadster, 2003, Roman Bronze/Tan, 2k miles, #53 of 99, As new!                                                | \$174,500.00 |
| Aston Martin DB7 Zagato Coupe, 2003, Titanium Silver/Charcoal, 28k miles, 6-spd, RHD                                              | \$215,000.00 |
| Ferrari F430 Spider F1, 2007, Triple Black, 4k Original Miles, Many Options, Superb                                               | \$178,500.00 |
| Ferrari F430 Scuderia, 2008, Silver/Black, 2,000 miles, F1 gearbox, 1-Owner from new                                              | \$169,500.00 |
| Jaguar E-type 4.2 Liter Series 2 Rdstr, 1971, Sable/Tan/Tan top, 13,000 from New!!                                                | \$P.O.A      |
| Lotus 23B, 1962, BRG/Red, Restored, Excellent history-condition, Ready to race                                                    | \$200,000.00 |
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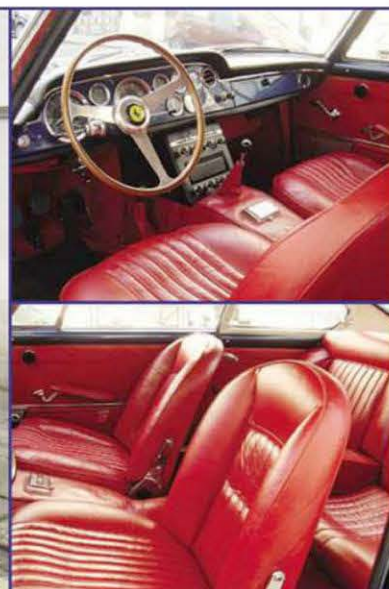
New & Used vehicle inventory

|                                                                                    |              |
|------------------------------------------------------------------------------------|--------------|
| Mercedes Benz, 300SE Cabriolet, 1963, Blue/Grey/White top, Rare 4-spd manual       | \$115,000.00 |
| Mercedes Benz, 300 SEL 6.3, 1971, Brown/Tan, Restored, Exceptional in every way    | \$54,500.00  |
| Porsche 911S Targa, 1970, Metallic Red/Black, 37k miles from new, One of the best! | \$P.O.A.     |



# 1963 Ferrari 250 GTE

## 4177 GT



This LHD Series 3 GTE is painted in Blu Sera and trimmed with Red (VM3171) leather and Red carpets. It was manufactured by Ferrari in late 1962 and delivered to the Swiss dealer Keller in February 1963. A full matching numbers car with its original engine, gearbox and rear axle. Having lived in Italy since the late 1960's it was completely and accurately restored some two years ago whilst retaining its perfect original upholstery. Recently imported to the UK it has been fully serviced and registered as 8111 RU. Without doubt the best 250 GTE available, it comes with its original Wallet and Handbook as well as a complete original tool kit. Ferrari Classiche certified.

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This appealing 750-series Alfa comes direct from the ownership of Nick Mason, who had it restored in its original colour over 10 years beginning in 1990, since when it has covered only about 1500 miles. It's a UK-market right-hooker imported by Thomson & Taylor, and still has its buff logbook showing that it first lived in Surrey before moving to York in 1961.

It's very shiny and just starting to mellow nicely. There are a couple of small waves in the rechromed bumpers and the bootlid plinth is slightly pitted, but it's the original. The offside indicator lens was missing from the front, but will be reattached before sale. Underneath it's all solid, with the exhaust in good order and a new master cylinder in evidence. Still new-looking gearbox crossmember bolts show that it hasn't done much since its rebuild, and its tyres are a good set of the correct Pirelli Cinturatos with little wear, presumably new with the resto, and the same on the spare.

Inside, the seat trim and carpets are new, plus the headlining is excellent. There are some scratches on the aluminium inner door plates, but they are the factory items and preferable to reproductions.

Under the bonnet, the 1290cc 'four' is tidy, with clear green coolant, plus cleanish oil between the levels. There's an electric fuel pump but the original mechanical device is still fitted. It starts readily and, once warm, shows at least 45psi oil pressure, rising to 55psi with any revs. The water temperature settles in the middle of the gauge and the oil temperature hardly moved from its stop in five miles. It's a friendly delight to be in, with a responsive engine and crisp exhaust note, so you don't notice the offset driving position too much. The steering is communicative with no slop and great lock, something lacking from right-hand-drive conversions, and the all-drum brakes bite well but need a shove for proper retardation.

Still on its original registration number, the car comes with the factory Alfa service and owner's manuals, and an MoT until 17 April 2013.



#### SUMMARY

##### EXTERIOR

• Straight and shiny; restoration just starting to settle in

##### INTERIOR

• Mostly new fabric, but with original metal pieces

##### MECHANICALS

• Feels healthy; a delight to drive

**VALUE** ★★★★★☆☆☆☆☆

**For Condition and provenance**

**Against** It's only the 1300

**SHOULD I BUY IT?** If you're after a Sprint, this is a very appealing example with interesting history. The price looks steep, but this model is firming - open or closed



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### 1977 porsche 935 K3;

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### FERRARI F355GTS

**Year of manufacture** 1996 **Recorded mileage** 24,094

**Asking price** £44,995 **Vendor** Bob Houghton Ferrari, Northleach, Gloucestershire; tel: 01451 860794; [www.bobhoughtonferrari.co.uk](http://www.bobhoughtonferrari.co.uk)

#### WHEN IT WAS NEW

**Price** £94,671 **Max power** 380bhp **Max torque** 268lb ft  
**0-60mph** 4.6 secs **Top speed** 173mph **Mpg** 18.3

This F355 has clearly been looked after; cars at the bottom end are getting a bit tatty, while the better ones such as this have been rising in price.

The five-owner GTS is scuff-free though, inevitably for a 16-year-old, has had various bits of paint; most recently, Bob Houghton Ferrari has refinished the bumpers to remove stone-chips. The floorpans are dead flat, there are no scrapes under the chin and there's a newish stainless-steel Tubi exhaust system, also fitted by BHF. The windscreen is slightly delaminating at its lower edge, the standard steel sill kickplates (which rust) have been replaced by carbonfibre items and the alloys are pristine, shod with hardly worn Michelin Pilots. The motor is remarkably clean and tidy, with fresh green coolant and clean oil. There's a full service history showing that the cambelts were last changed (an engine-out job) in 2011 at 23,240 miles, just over 800 miles ago. The clutch has fewer than 7000 miles on it, having been changed in 2007, while the body recently had Dinol underseal treatment and Zymol paint-protection system.

Inside, it's all clean and original, with like-new dash and carpets and only gently creased Crema hide. The roof panel was repainted at the same time as the bumpers, and there's a 10-disc CD changer in the front boot.

Once past the immobiliser (thumb one button), it leaps into life with a spirited yowl. One of the joys of the F355 is the accessible performance with ease of operation, and this one is spot-on. The gears and brakes simply work, it tracks and stops in a straight line – hands on or off – and it noticeably wakes up at 5500rpm; F355s like to rev past 8000, where you really feel the full 380bhp. Oil pressure is a steady 110psi and the coolant temperature settles between the 120 and 190°F marks. Both electric windows work and the air-con blows about as cold as an F355 can manage.

The road tax runs until March 2013 and the MoT until December, but it will be sold with a new ticket on sale, plus original handbooks, tools, roof-panel cover, service history and two sets of keys, both with immobilisers.



#### SUMMARY

##### EXTERIOR

- Superb; right colour for an F355

##### INTERIOR

- Smart; unworn; everything works

##### MECHANICALS

- Lots of bills; full service history

**VALUE** ★★★★★☆☆☆

**For** Low mileage and very tidy

**Against** Near the top of the market

**SHOULD I BUY IT?** If you want a low-mileage, well-presented, manual-shift GTS from a trusted source, then yes. There are cheaper cars on the market, but they're not as nice and sometimes leggy; decent F355s are only going up



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### LOTUS EUROPA TWIN CAM

**Year of manufacture** 1972 **Recorded mileage** 87,692

**Asking price** £19,995 **Vendor** County Classics, near Cheltenham, Gloucestershire; tel: 01242 680130; [www.countyclassics.net](http://www.countyclassics.net)

#### WHEN IT WAS NEW

**Price** £1930 **Max power** 105bhp **Max torque** 108lb ft  
**0-60mph** 7 secs **Top speed** 121mph **Mpg** 25

This sweet Type 74 – the Twin Cam has the preferred lower rear deck-line – has been extensively restored over the years by its long-time owner, to the stage where it must be one of the best around. Considerable time has obviously been invested in the body, including removing it from the chassis for restoration, because it is free from cracks, crazes and star-chips, plus the panel fit is good. The Pistachio paint is excellent and the bumpers have recently been rechromed. The alloys are unmarked, shod with decent Yokohama A048s, and there's an unused standard radial on the matching spare. Underneath, there are no scrapes or scratches, the recent stainless-steel exhaust is good and there are just a couple of oil drips from the motor, which is otherwise dry and has at some point been rebuilt by model guru Banks Europa Engineering. Its coolant is clear, green and most of the way up the header tank, while the oil is dark and near the top level. The chassis was stripped and repainted, remaining excellent and solid, plus it sports Spyder adjustable wishbones on the rear.

Inside, the interior is as original, but has probably been retrimmed at some point and is all in fine order apart from one crack in the dashboard timber, under the instruments. Both electric windows work. The gearlever gaiter is split, though it's easy enough to replace.

The engine fires after a brief churn and with the twin Dell'Ortos it is soon off choke. Once warm, the performance is strong. The Twin Cam pulls well and revs easily, while the steering is both communicative and lively – left to its own devices the car darts around on the tarmac, probably a little more than standard thanks to the sticky tyres.

The brakes are smooth and powerful, plus the car tracks and stops in a straight line. The clutch is heavy and the gearshift can be imprecise, but these are typical for Europas. Oil pressure reads a steady 45psi at all revs, with 75°C showing on the temperature gauge, and the heater works; it's new, along with the radiator. The Lotus will be sold with the workshop and parts manuals, a big wodge of bills and a new MoT at sale.



#### SUMMARY

##### EXTERIOR

● Bodywork and paint are immaculate, with no blemishes

##### INTERIOR

● Original materials and little wear bar a crack in the dashboard

##### MECHANICALS

● Completely rebuilt

**VALUE** ★★★★★☆☆☆☆

**For** Overall condition; '70s appeal  
**Against** Only the gearlever gaiter  
**SHOULD I BUY IT?** If you're after a fully sorted example in an achingly period colour, then go right ahead. A JPS or Special would be more, though this is arguably nicer





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**Ferrari 500 Mondial Pinin Farina Spider**, 1954, engine 750 Monza (since 1956), american race history, ex John von Neumann, raced by Phil Hill, MM in 2006.



**Porsche 356 A 1600 Cabriolet**, 1959, compl. rest. doc. with photos, top cond.



**Aston Martin DB 5**, '64, LHD, 1. owner Castrol Ltd., rest. at Aston Martin Workshop.



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AM DB2 /4 MK3 Saloon, 1958, fiesta red.  
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Bentley 3 1/2 ltr. Van den Plas DHC, 1936.  
Delahaye 235 MS Chapron DHC, '52, RHD!  
Jaguar SS 1 Coupé, 1933, very rare!  
Jaguar C-Type 'Comp. Sportroadster', 1953.  
Lagonda 2.6 ltr. DHC, 1949, full hist.  
Lorenz&Rankl Silver Falcon Roadster, 1992.

Maserati Mistral Spider, 1965, silver.  
MB 500 Nürnberg Cab. Voll&Ruhrbeck, 1934.  
MB 290 Roadster, 1936, grey/blue, 3.4 lt.  
MB 320n Cabriolet A, 1936, very rare!  
MB 170 S Cabriolet A/B to choose!  
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MB O319 D Panoramabus, '65, org. int.  
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JAGUAR E-TYPE S1 3.8 F.H.C. 1962, Finished in opalescent maroon with red interior, low ownership with 78,000 miles from new, excellent history file with original buff log book and service book, chrome wire wheels, lovely example. £49,995



CHEVROLET CORVETTE STINGRAY SPLIT WINDOW 1963, Finished in silver blue metallic with blue interior which is the correct colour scheme from new, very original in every respect, a rare opportunity to acquire this sort after first of the Stingrays split rear window model, superb example. £45,995



FERRARI 348 SPIDER 1993, Finished in Giallo fly yellow with black interior, 24,000 miles from new with full service history, good history file with all previous M.O.T.s, tool kit present, excellent example. £29,995



MG TC 1948, Finished in black with biscuit interior, this car has been in the last ownership since 1964, where it has been used and loved, honest genuine example. £19,995



MINI COOPER S MK2 1988, Finished in Almond green with black interior, correct genuine Cooper S with heritage certificate, Minolta wheels with original Cooper wheels supplied with the car, excellent example. £18,995



TRIUMPH TR6 150 B.H.P. 1972, Finished in Damsen with black piped red leather interior, 84,000 miles from new, very good history file with original service book and heritage certificate, U.K RHD model, overdrive, sports exhaust, very nice example. £11,995



ROLLS ROYCE SILVER SHADOW 2 LPH 1979, Finished in shell grey with black interior with red carpets, 90,000 miles from new with full service history, all usual RR refinements, 60 player, all tools present, this car has also been converted to run on gas as well as petrol, which must make this an ideal car for hire use, very nice example. £7,995



MGB GT 1980, Finished in russet brown with orange deck chair interior, one owner 57,000 miles from new with full service history, overdrive, Ziebart protected from new, superb example. £2,995



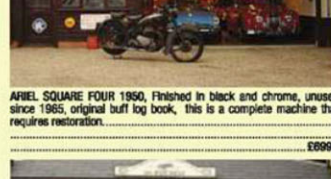
SUNBEAM SE COMBINATION 1949, Finished in black, Watsonian Avon sidecar, restored back in the 80's with very little use since, good history file, very nice example. £5,995



ARIEL SQUARE FOUR 1950, Finished in black and chrome, unused since 1965, original buff log book, this is a complete machine that requires restoration. £8995



RED PANTHER 250cc 1936, Finished in red and silver, hand change gearbox, lovely example. £3,295



MATCHLESS GSLS JAMPOT 1954, Finished in black, matching numbers, very nice genuine example. £2,995



RED PANTHER 250cc 1936, Finished in red and silver, hand change gearbox, lovely example. £3,295



MATCHLESS GSLS JAMPOT 1954, Finished in black, matching numbers, very nice genuine example. £2,995

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## T350 C, 3.6 03/52

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## GRIFFITH 500 97/R

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## GRIFFITH 500, 99/T

Midas Halcyon with Pussian Blue half hide. PAS, sports exhaust and ali pack. 9700 miles. £31,995

## GRIFFITH 500, 97/P

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## GRIFFITH 500, 97/P

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## CASE HISTORIES

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### MORRIS 1000 TRAVELLER

Year of manufacture 1970 Recorded mileage 17,728

Asking price £11,450 Vendor Charles Ware's Morris Minor Centre, Brislington, Bristol; tel: 0117 300 3754; [www.morrisminor.org.uk](http://www.morrisminor.org.uk)

WHEN IT WAS NEW

Price £822 Max power 48bhp Max torque 60lb ft  
0-60mph 24.8 secs Top speed 77mph Mpg 38

This Traveller was restored by the Morris Minor Centre about eight years ago, since when it has been in regular use. While it was being worked on, some subtle upgrades were fitted. These include a conversion to front disc brakes with remote reservoir top-up and servo, radial tyres, halogen headlamps, electronic ignition, more recent front seats with headrests and inertia-reel seatbelts all round. A CD player has been fitted into the passenger glovebox, and there is a 12V socket just below. Gauges for water temperature and oil pressure have also been added. The paint on the dashboard is unmarked, as is the headlining. The trim has had just enough use to look 'lived in', and the chromed fittings are nicely patinated.

The timber is first-class – it has just been treated – and the bodywork is tidy. The door gaps are good, plus all four arches are solid. If you were being hyper-critical, there's a tiny area of bubbling at the bottom-rear corner of the driver's door and a slight paint run near the Morris bonnet badge, but overall this Traveller looks smart, with impressive brightwork.

It's equally good underneath. The spring hangers are solid, as are the chassis legs, which can be a weak point on all Minors. There is evidence of new underseal in places, but it's a little thin in others and would benefit from a fresh application. The tyres are part-worn Firestone 155xR14s.

Lift the bonnet and you're greeted by a clean engine bay. The coolant is to level; the oil is golden and just on the dipstick's 'Max' line. The new coil hints at the otherwise well-hidden electronic ignition, and there's a neat alternator conversion. It starts on the button and drives sweetly. The brake upgrades inspire confidence, and the little A-series – which has been converted for unleaded – pulls strongly. The handling is good, with no knocks or untoward noises from the steering or suspension. The Traveller will be sold with a fresh MoT and an eight-year chassis guarantee.



### SUMMARY

#### EXTERIOR

● Excellent paint, solid panels and the woodwork is lovely

#### INTERIOR

● Still quite new and nicely worn in; well-hidden upgrades

#### MECHANICALS

● Healthy; effective improvements

VALUE ★★★★★☆☆☆☆

For Superb overall condition  
Against Not cheap  
**SHOULD I BUY IT?** It's at the very top end of Traveller prices, but this is an outstanding example with well-considered modifications that enhance its appeal. So, yes

# Austin Healey

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Austin Healey 3000 Mk 3 BJ6 Phase 2

Ex US car. This car has been the subject of an older but extensive restoration inc. RHD conversion. Only careful use since rebuild and the car remains in first class condition throughout. Finished in duotone Ivory white over black. Fitted lead free cylinder head, chrome wire wheels and overdrive. £49,500



Austin Healey 3000 Mk 2 BJ7

Ex US car. Totally rebuilt to the highest standards with only careful use since. Finished in Colorado Red with black leather trim, black hood & hood cover. Fitted with overdrive & 72 spoke wire wheels. An absolutely superb example of this rare and highly desirable model. Will be supplied fully serviced with 12mth MOT and a warranty. £ 49,500



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Ex US car. Recent total chassis up restoration to M specification with complete photographic record. Finished in Healey Ice Blue. Fitted with louvered bonnet, overdrive and chrome wire wheels. All 100/4's are Mille Miglia eligible with the BN2 being more desirable and highly sought after. £39,500



Austin Healey 3000 MK 3 BJ6 phase 2.

Ex US car which has been the subject of an extensive older restoration with only summer use since. Finished in duo tone Black over Ivory white with red interior, black hood and hood cover. Fitted overdrive and wire wheels. Superb example. £ 49,950

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1967 Ford Mustang 289 V8. Ground up restoration. Auto, 88,400 miles, black interior, LHD. £17,995.



2000 Ferrari 550 Maranello. 40,000 Km, Full service history, Silver, black leather, Left Hand Drive, Just had a new clutch and service at Dick Lovett, 200 miles ago. £39,995.



1978 Jaguar XJ6 Series 3. LWB, White, black leather, 57K miles, F.S.H. been in storage for 16 years, just re-commissioning. £3,295.



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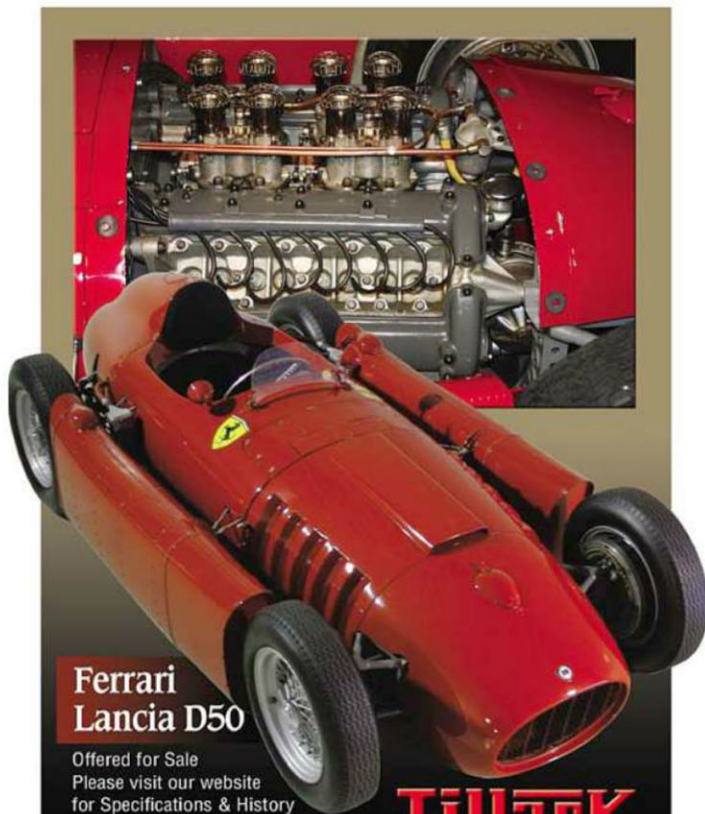
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#### WHEN IT WAS NEW

Price n/a Max power 197bhp Max torque 188lb ft  
0-60mph 6 secs Top speed 130mph Mpg n/a

Despite its quasi-works rally-car looks, this is a standard model, one of the 200 built to homologate the T16 for international Group B rallying. This is chassis 126, and has been in an Italian collection for at least a decade, with English registration since 2001, though its history is not known before that. It returned to the UK earlier in 2012.

The car has covered few miles in recent times, with a lubrication sticker from Italy stamped at 8940km in 2001. Its tyres are almost-unworn Michelin TRXs, so probably the originals because the matching spare is unused. It has been repainted well from the factory metallic grey and has no dings but the front chassis rails have suffered slightly underneath from jacking. There are no leaks elsewhere, though the bottom of the powertrain is coated in a light oil mist and the exhaust looks in good shape. The oil is clean and to level and there's one fastener missing from the engine cover in the rear deck.

Inside, the dashboard is good, with a decent stereo, but, despite the car's minimal mileage, its seat bases are slightly baggy. The windscreen was cracked but was due to be renewed.

The engine fires instantly, and is civilised for a homologation special – the all-wheel-drive transmission is much quieter than you'd imagine. There's 197bhp on tap from the 1775cc turbo twin-cam, but it lies high up the rev range. Combine that with a kerb weight of 1145kg, thanks to all of that transmission, and you need to keep the engine on the boil, with boost building from 4500rpm. Top speed isn't much more than a 205GTI 1.9 can manage, but the acceleration is rather faster even with 250kg more to pull. The brakes are firm and smooth, with oil pressure at least 3bar, rising with any revs towards the 6bar end of the gauge, while coolant temperature stays below 90°C. The 205's MoT is current until 26 April.



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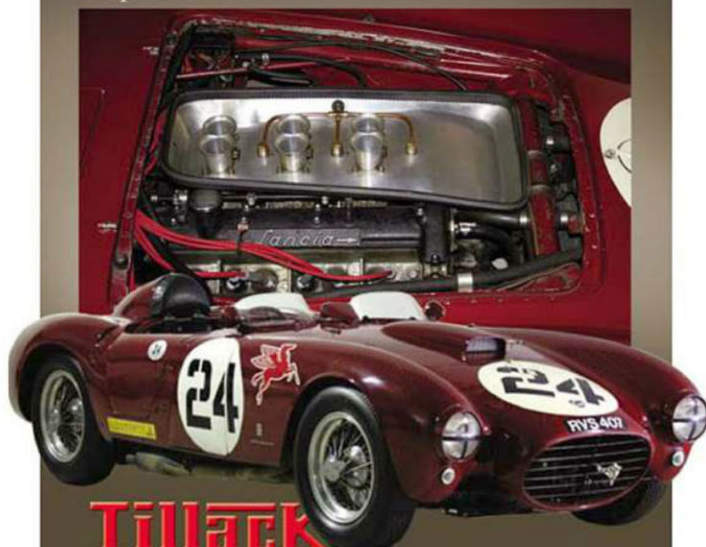
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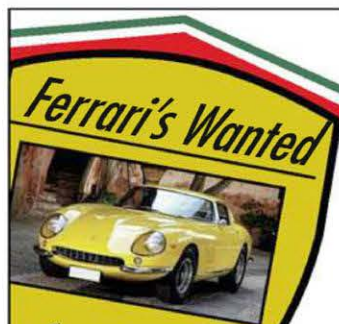
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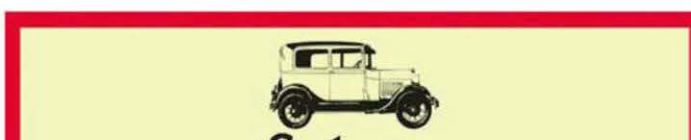
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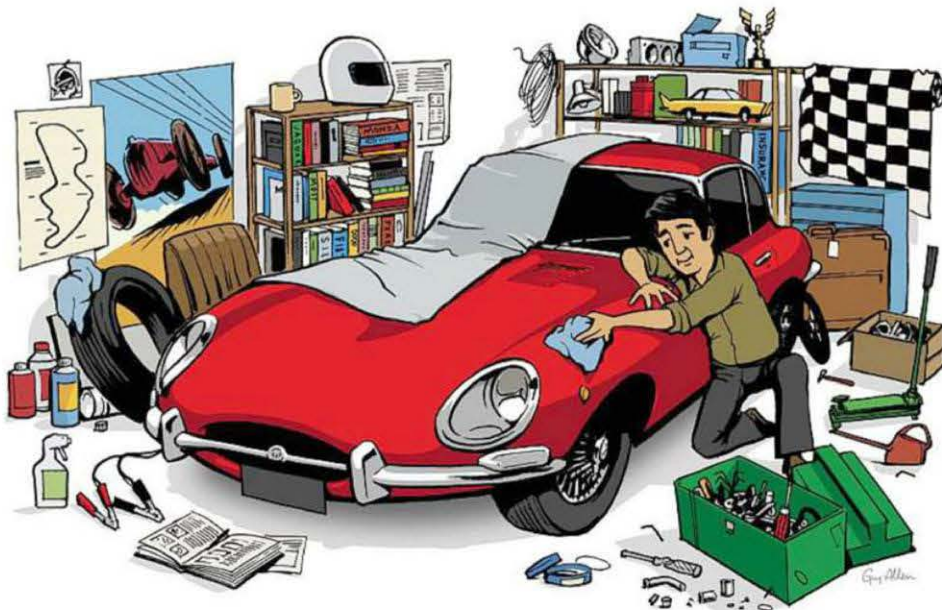
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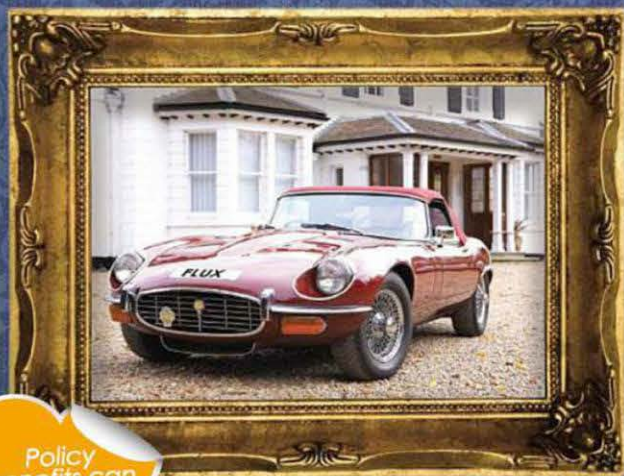
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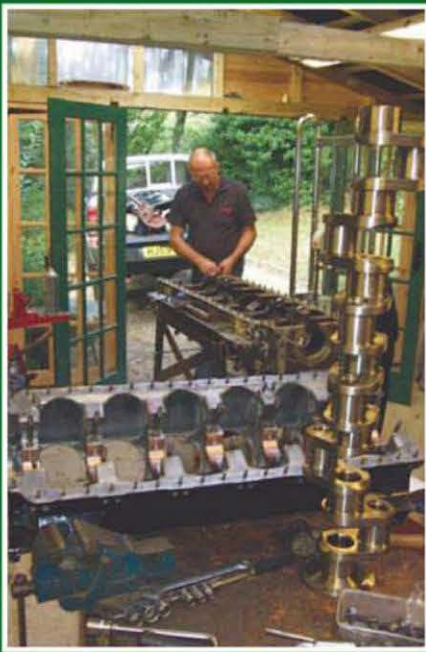
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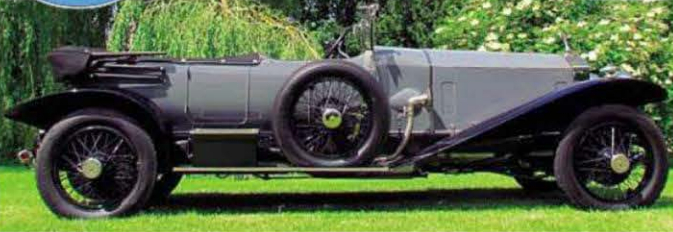


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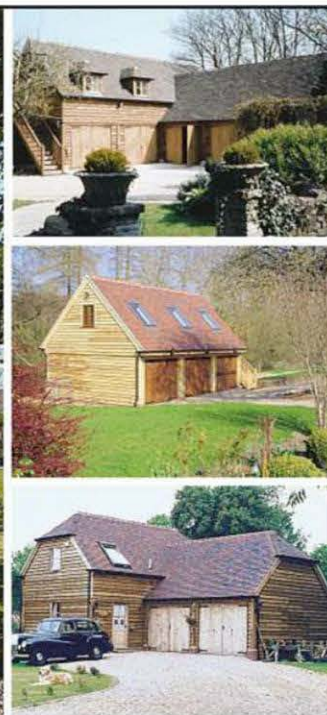
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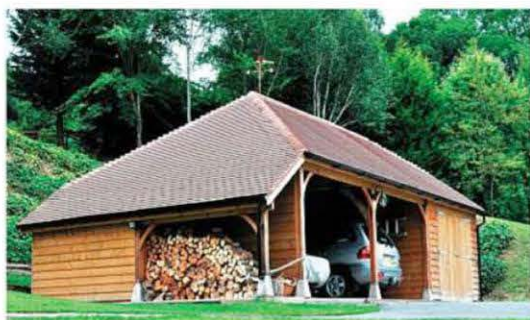


  
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| Bealey   |
| B215 TOL |
| Bristol  |
| G14 MES  |
| Games    |
| GI EEE   |
| Glee     |
| LOF 73D  |
| Lofted   |
| R9 YCF   |
| Royce    |
| SLII RRY |
| Slurry   |
| W444 FER |
| Wafer    |

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| AND 123A |
| A87 HUR  |
| ASH ERZ  |
| AU02 EYS |
| L4 YRE   |
| BAK 9R   |
| B42 TON  |
| B473 SON |
| BAY 3S   |
| BEA 61IE |
| BEA 73N  |
| BEA 73R  |
| B387 LES |
| B33 LEY  |
| BEII ASZ |
| OKSI BEN |
| G81 GGS  |
| BO55 LEY |
| 812 ENT  |
| B215 TOL |
| BI12 DEN |

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| Andrea  |
| Arthur  |
| Asher   |
| Audrey  |
| Ayre    |
| Baker   |
| Barton  |
| Bateson |
| Bayes   |
| Beagle  |
| Bean    |
| Beaten  |
| Beater  |
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| Bella   |
| Ben     |
| Biggs   |
| Bossley |
| Brent   |
| Bristol |
| Burden  |

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| BII XOM  |
| BYW 473R |
| C455 SON |
| C114 NCE |
| CHA 73R  |
| CHO 99Y  |
| CLA 2A   |
| PCL 412K |
| COE      |
| COLE     |
| COOK     |
| COT      |
| CUR 13Y  |
| D13 SKS  |
| D111 NAH |
| DOO 13Y  |
| DO55 ETT |
| DOU 64IS |
| DUII BAR |
| ETH ELZ  |
| FH51 ONS |
| F34 STS  |

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| Buxom    |
| Bywater  |
| Casson   |
| Chance   |
| Chater   |
| Choppy   |
| Clark    |
| Cole     |
| Coley    |
| Cook     |
| Cot      |
| Curley   |
| Desks    |
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| Dooley   |
| Dossett  |
| Dougal   |
| Dunbar   |
| Ethel    |
| Fashions |
| Feasts   |

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| D12 FEE  |
| F131 DEN |
| F14 CKS  |
| FRO 23N  |
| G14 MES  |
| GAI2 THS |
| GI EEE   |
| Glee     |
| Gordon   |
| HAM 3S   |
| HAI1 COX |
| HAN 63R  |
| HA12 DEN |
| H412 PER |
| H477 DEN |
| HE11 RYA |
| HENRY    |
| HOBBS    |
| HOMER    |
| HO12 NDS |
| LH11 LME |
| JAG 63R  |
| K112 BBY |
| LAM 832T |

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| Fee     |
| Fielden |
| Flack   |
| Frozen  |
| Games   |
| Garth   |
| Glee    |
| Gordon  |
| Hames   |
| Hancox  |
| Hanger  |
| Harden  |
| Harper  |
| Hayden  |
| Henry   |
| Hobbs   |
| Homer   |
| Hounds  |
| Hulme   |
| Jagger  |
| Kirby   |
| Lambert |

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| 45 LAW   |
| L423 NBY |
| L451 CAT |
| L309 ARD |
| LEZ 22   |
| II MED   |
| LOF 73D  |
| LON 6G   |
| LOW 35T  |
| M466 OTS |
| MAGGOTT  |
| MAS 55IE |
| M47 TER  |
| W33 MAY  |
| MCH VOR  |
| M333 RRY |
| MO11 DAY |
| MON 166A |
| SM02 TON |
| M88 YES  |
| Moyes    |
| MUII VEY |
| NEA IIS  |
| N34 TES  |

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| Law      |
| Lazenby  |
| Lazy Cat |
| Leopard  |
| Leslie   |
| Lime     |
| Lofted   |
| Long     |
| Lowest   |
| Maggott  |
| Massie   |
| Matter   |
| Mayes    |
| Mclvor   |
| Merry    |
| Monday   |
| Monica   |
| Morton   |
| Moyes    |
| Mulvey   |
| Neal     |
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| Neil     |
| Nugent   |
| Odell    |
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| Orient   |
| PAN 555Y |
| Pease    |
| P33 TCH  |
| P11 ONO  |
| Phono    |
| P102 CEY |
| Porch    |
| R888 MON |
| RAT 555S |
| REG IIE  |
| REN 70N  |
| RED 632S |
| E12 OSS  |
| R9 YCF   |
| SAII EUL |
| SCA I11Y |
| SCU 7T   |

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| SLII RRY |
| D593 NCE |
| SPO 773R |
| SUJ 4N   |
| SU51 AAA |
| TAM 42A  |
| TASI KER |
| T3 ALE   |
| 71 GHE   |
| TRII STS |
| UTT I1IG |
| V14 NCE  |
| VAR 137Y |
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| BFC 96  |
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| 9 BPM   |
| BPP 780 |
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| 54 BR   |
| BT 25   |
| CBS 7   |

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| 50 CCC  |
| 5 CDD   |
| 12 CDJ  |
| CK 9    |
| 1 CPV   |
| 12 CRD  |
| 44 CRG  |
| 36 CRT  |
| CSH 514 |
| CSK 970 |
| 71 CTP  |
| 550 CTW |
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| 3 DBF   |
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| DF 299  |
| 88 DFH  |
| DFJ 8   |
| 1 DFL   |
| II DHC  |
| DHJ III |
| IDHV    |

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| 725 DJJ |
| 6 DN    |
| 666 DRR |
| I DTE   |
| 554 DTH |
| 4 EAL   |
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| EGH 974 |
| 2 EUN   |
| ELY I   |
| FM 5    |
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| I JDU   |
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| 2 KNB   |
| KTK 9   |
| I KTP   |
| 31 KV   |
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| MHT 904 |
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| I TTB   |
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Tony Baker

Then Photographer

Now Chief photographer  
(and incorrigible speleologist)

C&amp;SC career 1992-date

First classic Opel Manta

Dream classic Porsche 911: a  
rare drive on a shoot was great

# 'A fog-bound winter's day at Rockingham lingers on in my nightmares'

C&SC's footie-loving photographer **Tony Baker** looks back on the bright spots in 20 years of inclement weather

**I**n the autumn of 1992, I made a rather liberal interpretation of Haymarket's rules about annual leave, and took my entitlement in one go so that I could take part in a caving expedition to China. Five weeks later, I sloped back into the office, only to be greeted by rows of empty desks – *Auto Classic* had been closed while I was away. The publishing director told me that my new role was to be on *Classic and Sportscar*, which had turned me away when I'd expressed an interest in the photographer's position once before. This didn't bode well, but at least I had a chance to show what I could do.

My first assignment was a long weekend covering a commemorative run to Le Mans – from the passenger seat of a Morgan. I spent four days with my camera bag squashed between my legs, endured miserable weather and came back with a bad case of earache and 40 rolls of film. I think five photos were used. Gradually, I settled in and eventually the art editor stopped booking quite so many expensive freelancers for important shoots.

Since that inauspicious start, I've photographed everything from microcars to supercars. Despite this, I've never been bitten by the classic car bug, probably because a photographer's duties almost never involve getting behind the wheel. So, even after 20 years, I've only driven a handful of classics.

Even so, most of the enthusiasts

I meet through working on C&SC are of the opinion that I have a dream job. My stock response to this is that it's great for six months of the year (approximately April to October) and a nightmare for the other six, thanks to the British climate. If anything is going to ruin a shoot, it's the weather: I could fill pages with the tales. Probably the worst ever was a day at Silverstone with race-prepared Ford Anglias: the rain was so torrential that I couldn't see the cars from the side of the track, and I finally had to give up on the static shots when I couldn't focus through the camera's viewfinder – it was full of water. And a fog-bound winter's day at Rockingham lingers on in my nightmares. The visibility never went above 10ft but somehow we got a six-car story out of that.

Breakdowns inevitably cause headaches, too – we've had to 'fake' driving shots by pushing a car down a hill or towing it behind a camera car, with the rope retouched out later. Italian cars seem to have a poor track record in this regard, but I stopped citing Lamborghinis as the worst offenders after the owner of a particularly nice (and mechanically perfect) Islero went home after our shoot leaving me waiting for the RAC in a dead Ford Focus.

I have to admit, though, that I go on shoots that most enthusiasts (and most photographers) would kill to be involved with. Highlights include two days in the Alps with a group of Miuras, a tour around the



Baker, the consummate professional, turned a dreadful foggy afternoon into a moody static

wildest bits of Oregon with a Alfa Spider, and a shoot along the Bahamian coast with a pretty Siata. Even in the UK, two days in the Brecon Beacons with a Dino or a glorious autumn day in the Dales with three AC Aces take some beating.

There's also the occasional thrill of experiences that money couldn't buy, such as being driven through a rally stage by Hannu Mikkola or around a racetrack by John Surtees. All of these things come with pressure: there's only ever one attempt to get a set of pictures worthy of publication, no matter what the circumstances throw up.

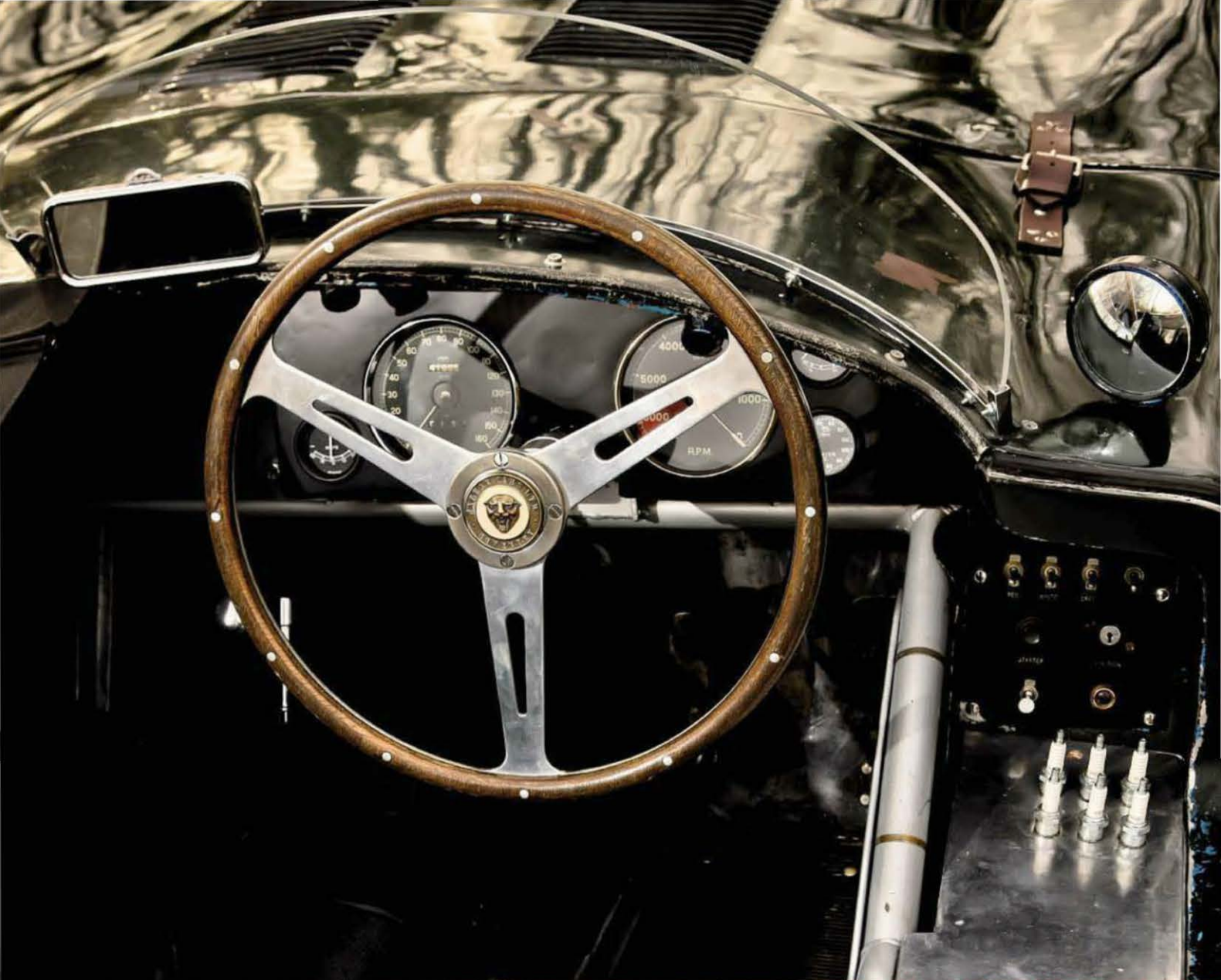
Photography has changed

beyond recognition since I started on C&SC. Who'd have dreamed of a world where cameras don't use film, or of the things that can be done with Adobe Photoshop? Digital imaging has opened up creative possibilities that keep this job exciting and inspiring, and I still get a buzz from seeing my work on the page when the box of freshly printed issues arrives in the office.

Tips for budding car snappers? To paraphrase Spielberg's advice to aspiring directors: "Wear comfortable shoes." All very well if you work in Hollywood but, if you want to photograph cars in the UK, my tip would be to buy a big coat.







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